The Hongkong Telegraph.

(ESTABLISHED 1881).

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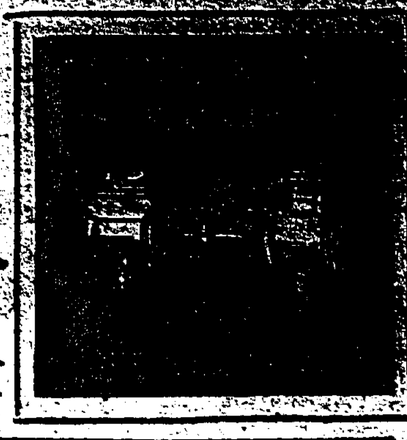

REUTER'S TELEGRAMS.

SERIOUS RIOT IN IRELAND.

ARMOURED CAR FIRES ON CROWD.

London, July 19.

A serious riot occurred at Cork on Sunday night. A crowd of ex-soldiers, infuriated by the bayonetting of a comrade who did not answer to the challenge, attacked uniformed soldiers. An armoured car fired on the crowd, and it is reported that three were killed and six seriously wounded. Sinn Fein volunteers rescued the isolated soldiers.

GOVERNMENT POLICY UNCHANGED.

London, July 19.

In the House of Commons, replying to questions, Mr. Bonar Law stated that the Government's Irish policy was unchanged, namely, to restore law and order in Ireland by all means in their power and simultaneously to carry out the Government of Ireland Bill. The Government considered that in view of the powers under the Defence of the Realm regulations the proclamation of Martial Law in Ireland could not provide a satisfactory method of dealing with the present situation, but the Cabinet was considering whether additional powers could be usefully secured by new legislation. He added that those best able to judge thought we were getting the troubles better in hand. He did not think it reasonable to judge in terms of murders from one week to another.

INFAMOUS MURDERS.

London, July 19.

In the House of Commons, replying to questions with regard to the murder of Police Commissioner Smyth, Sir Hamar Greenwood denounced the murder of a very gallant and distinguished officer and gave an assurance that every step was being taken to track down the murderers.

Brigadier General Palmer asked for an assurance that the Government would support Sir Neville Macready in any action he might take, however fearless, to put down these infamous events, and that the Dyer incident would not be repeated in Ireland.

Sir Hamar Greenwood said Sir Neville Macready and he were consulting almost daily. The Government had never refused any of the former's requests. Sir Hamar Greenwood said he would continue to support every police or military officer who was endeavouring to carry out his duties in this most critical situation.

THE SYRIAN PROBLEM.

GOVERNMENT'S REPLY TO CRITICISMS.

London, July 20.

In the House of Commons, in moving the adjournment to discuss the immediate danger of British interests arising out of threatened hostilities in Syria," Captain the Hon. Ormsby Gore vigorously criticised the Government. He declared that the surpreme British interest in the Middle East, as elsewhere, was the restoration of peace which would alone permit political freedom and economic prosperity. The French ultimatum would inevitably entail the employment of further British troops and money.

Mr. Bonar Law, replying, pointed out that France had accepted the Syrian mandate at San Remo. Emir Feisul consenting. French troops had been massacred and other outrages committed. Interference on the part of the Commons would be equivalent to interference with the French Chamber. In her action against the lawless Arabs of Mesopotamia, France had not violated her mandate for Syria. Britain meant to honour her promise to the Arabs and France.

Replying to other questions he declared that there was no intention to have permanent military occupation after the Mandate was accepted and order had been restored. That was our own policy in Mesopotamia.

Lord Robert Cecil and others opined that the Government's reply would do a great deal to allay the existing anxiety.

HOME RAILWAYS.

GOVERNMENT'S POLICY AGAINST NATIONALISATION.

London, July 19.

In the House of Commons, replying to a question, Mr. Bonar Law said it was the Government's policy to hand back the railways to the Companies at the expiration of the present agreement.

Mr. Bonar Law assented to a suggestion by Mr. Hogge that that policy was diametrically opposed to nationalisation.

WOMEN J.P.'S.

London, July 20.

An official list has been published of 249 women Justices of the Peace in different parts of the country. It includes a number of Peeresses, wives of Bishops, wives of ex-Ministers, Miss Mary MacArthur, Miss Adler and Mrs. Bramwell Booth of the Salvation Army.

THE POLISH WAR.

London, July 19.

A Polish communique dated July 16 says:—"We are retreating according to plan on the whole front, except in the Dubno sector, where we re-occupied Dubno and totally defeated a Bolshevist on July 9. After bitter fighting the enemy occupied Lida.

RUMANIA WANTS TO HELP.

London, July 20.

The *Daily Telegraph* understands that Rumania is anxious to participate in the task of pacifying Asia Minor and is ready to place a considerable force at the disposal of the Anglo-Greek Command in the Levant.

COST OF RUSSIAN OPERATIONS.

London, July 19.

An official statement says that expenditure on Russian operations from Nov. 11, 1918 to March 31,1920, was £55,973,000, of which £31,344,000 was spent on British Forces and £24,525,000 on the assistance of Russians.

HOME CRICKET.

London, July 19.

Surrey beat Leicester by ten wickets.

Gloster by six wickets.

REUTER'S TELEGRAMS.

GENERAL DYER'S CASE.

DISCUSSION IN HOUSE OF LORDS.

London, July 20.

In the House of Lords there was a large attendance of members and Peeresses when Lord Finlay brought up a motion deploring the conduct of General Dyer's case as being unjust to him and establishing a precedent dangerous to the preservation of order in face of rebellion. Lord Finlay contended that General Dyer was justified in firing on the crowd at Amritsar without warning, owing to the defiant attitude of the Assemblage and the widespread insurrectionary movement in the neighbourhood. He declared that Gen. Dyer was condemned without trial on a misconception regarding a soldier's duty.

Lord Sinha, replying, feared that the dangerous feud which had arisen from the events in the Punjab would not end unless both parties dropped the question. He denied that Gen. Dyer's action had saved the Punjab, but even if that was so he hoped that their Lordships would not endorse the doctrine that the end justified the means. He concluded by an appeal to his fellow countrymen to dissociate themselves from the passive resistance movement or the similar pernicious movement started in Gandhi and called non-co-operation, which could only lead to disastrous results. More reasonable sections of Indians, who were by far the largest majority, had already dissociated themselves therefrom.

DEARER RAILWAY FARES.

A PLEA FOR POSTPONEMENT.

London, July 19.

In the House of Commons, replying to questions with regard to the forthcoming 33.1/3 per cent. increase in railway fares, the proposed imposition of which during the holiday season has created great public indignation, Sir Eric Geddes lengthily defended the increase, chiefly on the ground of increased wages to railwaymen and higher cost of materials.

Replying to a suggestion that the date of operation of the increased fares should be postponed, Mr. Bonar Law said postponement would mean a subsidy or that still higher fares must ultimately be charged. The Cabinet had decided that, despite the hardship, the increase could not be postponed beyond August 5th.

AUSTRALIAN ARCHBISHOP.

A PARTISAN OF IRELAND.

New York, July 19.

Archbishop Mannix of Melbourne, accompanied by Mr. de Valera, received an enthusiastic welcome at a crowded civic reception in Madison Square Garden.

The Archbishop's address was punctuated by applause, especially when, referring to the suggestion that he would not be permitted to land on British soil, he said he did not intend to land on British soil but on the soil of the Irish Republic.

Archbishop Mannix, who received the Freedom of the City, declared that while America did not need Australia, the latter might need America.

THE YACHT RACES.

QUESTION OF SHAMROCK'S SKIPPER.

New York, July 19.

After conferring with his advisers, Sir Thomas Lipton has decided to supersede Capt. Burton, the Shamrock's skipper, and it is expected that Mr. Nicholson or Colonel Neill, the yachting expert, will replace him.

Sandy Hook, July 19.

It is now settled that Capt. Burton will again sail the Shamrock for the next race.

BOLSHEVIK ADVANCE IN ARMENIA.

Paris, July 19.

It is learned from Teheran that following on the refusal of the Armenian Government to obey the ultimatum of the Moscow Government the Eleventh Bolshevik Army is advancing, and has occupied Karabagh. It is continuing its march towards Zangemiour.

THE PRINCE IN TASMANIA.

Hobart, July 19.

The Prince of Wales has arrived here. He was given a tremendous welcome by a large crowd gathered in the gaily decorated streets.

GERMAN PRINCE'S SUICIDE.

Berlin, July 18.

Prince Joachim of Prussia, the ex-Kaiser's youngest son, committed suicide at Potsdam.

TO-DAY'S CHINESE TELEGRAMS.

FURIOUS FIGHTING REPORTED.

Shanghai, July 20.

Chung Jok-lin's force arrived at Paichong on the 19th, and a fight took place with the Frontier Defence Army on the 20th. The result is unknown.

The fighting for Yangchuen the other day was very furious. Tuan's troops suffered heavy losses, and retired 20 *li*. The spirit of the Army is very much affected. The 1st Division has retired to Paiyuen and the 13th Division to Saiyuen.

A report from the Presidential Palace states that when Tso Kwan is the victor, his troops in the vicinity of the Peking-Hankow Railway will stop at Chungsinten, and those on the Peking-Fengtien Railway at Longfong. Neither force will proceed near Peking.

A military communique from Tso's headquarters states that Hook Tung-hung, Commander-in-Chief of the 1st Division of the Frontier Defence Army, has surrendered and has been made a prisoner. Most of his troops were disarmed.

It is believed that owing to the telegraphic station in Tsinanfu being within the scope of Tso's influence no Chinese telegrams from Peking in regard to military affairs have been received by the Chinese here for many days.

(Other Early and Special Telegrams on Page 5.)

BROACHING OF CARGO.

TEN EUROPEANS FINED.

A sequel to the broaching of cargo on the Blue Funnel boat Orestes while the vessel was at Miike was the arraignment of ten members of the crew before Mr. N. L. Smith at the Police Court this morning on a charge of theft of 10 rolls of khaki drill which comprised the cargo stolen.

The accused, firemen and trimmers of the Orestes, were Arthur Mallon, W. Perry, W. Arlett, C. Rooke, G. Edge, P. Molyneux, J. Cooney, P. Kenna, G. Rich, and W. Wood. They entered a plea of "guilty", and Mr. D. J. Lewis, who represented the owners of the ship, stated that when the ship left Shanghai she over-carried one bale of khaki drill which should have been discharged at that port. It was placed by the officers on the deck, covered over with a tarpaulin. On the ship's arrival at Miike (Japan) a number of the crew went ashore. Some of them stayed away from the ship overnight, and when they returned on board, it was noticed that many of them were in a state of intoxication, which was rather curious, as they had not received their pay at Miike. It was then discovered that the bale of khaki drill had been broached open and twelve rolls of the cloth were missing. Enquiries were made, and it was disclosed that they had been sold to a dealer at Miike who was able to identify the accused as the persons who sold the cloth. Subsequently an enquiry was held by the Police Officer of the port, and the accused eventually confessed, and made a written confession to the effect that they sold the cloth to the dealer for Y140. The matter was then referred to the proper authorities at Shanghai. The cloth was recovered from the dealer on payment of the amount he paid for it and by agreement a sum of Y14 was debited to the wages account of each of the accused. On the arrival of the Orestes at Shanghai, the men were brought before the British Consul, who, after considering that Shanghai was not a British port, said he had no jurisdiction over the matter, and the men were accordingly charged at Hongkong as the first British port they arrived at.

Continuing, Mr. Lewis said that the broaching of cargo was considered as a serious offence, which had become very frequent on board these vessels. In this case they had white men, whose case was the more serious as they were perfectly aware of the gravity of their act. It had entailed great expense on the owners, who took a very serious view of the matter. For obvious reasons—the crew of the ship being composed entirely of Europeans—it was not desired that the accused should be imprisoned, but at the same time before they were allowed to return to the ship, a penalty in the form of a heavy fine should be inflicted.

The Magistrate remarked that the accused must realise that when they committed such cases of larceny they could not expect to get away by payment of what they stole. It was a very serious matter, and he would inflict a fine of $25 on each accused.

WEST RIVER UNREST.

CRUISER CHASED AND CAPTURED.

A report from Canton states that the gunboats Kingtai and Kongku secretly left Canton on the 19th, and were immediately chased by the cruisers Yingsui and Feiying. The former was captured near Macao with all hands on board but the fate of the latter is unknown.

It is said that a revolution is about to arise in Kongmoon and that the two gunboats were going to join the revolutionaries for

CRIMINAL SESSIONS.

AN ARSON CHARGE.

Before the Puisne Judge, Mr. J. R. Wood, this morning, Tang Kin Hui, a fisherman, was arraigned on the charge of feloniously and maliciously setting fire to two unnumbered houses and one store, the property of one Chan Lin Sai, and thereby doing damage and destroying personal property to the value of a thousand dollars, and also with wounding Chan Lin Sai, who is his mother.

It will be remembered that on the opening day of the July Sessions, the prisoner was sentenced to two years' imprisonment for wounding a bullock and a pig, the property of Chan Lin Sai.

Mr. P. Jacks, the Crown Solicitor, prosecuted.

Mr. Jacks, addressing the Puisne Judge, said:—Before this case proceeds I beg to ask your Lordship's permission to amend the particulars in the first count by substituting "one" house instead of two, and defining the house where it is stationed as Lantau Demarcation District No. 328 Lot No. 1230, and also by defining the store as being Demarcation District No. 328 being Lot No. 215.

The Puisne Judge, addressing the prisoner, said:—I want you to understand the charge. When you were in the Police Court you were charged with burning two houses. You are no longer charged in respect of those two houses. Those two houses are not concerned. Now, at the Police Court you were also charged with burning down a store. That store is in the present charge. In addition to this store you are now being charged with setting fire to one house. You are not charged with burning but with setting fire to this other house, as the house in which you yourself were living and which belonged to some one else. Now, are you guilty or not guilty?

The prisoner:—I set fire to my own house, which was another person's property.

On the charge of wounding the mother, the prisoner said he gave her a push and she fell down.

The Puisne Judge:—He pleads not guilty to both counts.

The following jury were empanelled:—Messrs. C. Lauritsen, H.N. Beaurepaire, D.A. Goodwin, R. S. Judah, P. P. Shroff, F. De Flur and H. A. Conant.

In outlining the facts of the case, to the jury, Mr. Jacks said that the prisoner was a fisherman. He lived in the village of Tong Fut, on the island in question. His mother, his brother and his wife also live in the same village. There seemed to have been a considerable amount of friction, as the prisoner and his wife were always quarrelling with his mother. The Crown Solicitor was unable to say what the cause of all the friction was. On June 18th it arose between the mother and the wife about rice. The prisoner's wife went and fetched the husband (prisoner) who seemed to have come back in a very violent frame of mind. He went to his brother's house, forced the door and broke some earthenware, and then afterwards went to his mother's house. He apparently here met with opposition, for he knocked her down. He seemed to have brooded over the matter at night for the next morning, on June 19th, at 3.30, he was seen by several people to set fire to a house with kerosene. He then set fire to his brother's house and also tried to set fire to his own house. His wife packed her things and left the house. He then left the village with his wife and was arrested on June 28th, on his return to the village. When he was charged at the Police Station he said:—"I set fire to these houses. My wife was always quarrelling with my mother. As I had no son, I set fire to the house and burnt myself". When he was charged with cutting his mother, he said:—"I did not cut my mother". Before the Magistrate he made a statement, which was as follows:—"When I was 12 years old my father died. I left home to become a [illegible]

BIG HAUL OF OPIUM.

FROM A DOUGLAS BOAT.

A very big seizure of opium was made on Saturday night by Revenue Officer Ward on board the s.s. Haihong, one of the Douglas boats, that came in that night from Amoy. The opium was cleverly concealed in one of the ship's lifeboats, and when the tank of the lifeboat had been removed it was discovered.

The quantity seized was 4,025 taels, valued at over half a lakh of dollars, and it took ten coolies to remove it from the boat.

The same Revenue Officer made another seizure on the s.s. Sinkiang yesterday, when 80 taels of opium were found in one of the ship's boats.

MARINE COURT.

Twenty-two Chinese were arrested on board the s.s. San Ning yesterday and charged this morning at the Marine Court before Commander C. W. Beckwith, R.N., Marine Magistrate, with boarding the boat without the permission of the master or officer in charge.

A Chinese detective said that yesterday he was on special duty on board the s.s. San Ning lying at her wharf, and found all the defendants lying in the second-class passenger accommodation. These defendants had no business on board in any way. There was no other ship at the wharf.

The defendants told the Court they went on board without permission to get out of the rain.

Commander Beckwith, after hearing the evidence, said that taking into consideration that there had been a lot of serious trouble of late with unauthorised persons going on board the San Ning he would sentence all the defendants except one to be imprisoned with hard labour for one month. The exception was a child under 12 years of age who was ordered to be given six strokes.

For making fast to the s.s. Kwong Tah while under way, without the permission of the master or officer in charge yesterday, the mistresses of two passenger boats were fined $50 each. The pleaded not guilty.

Acting Sergeant Matthews said that at 6 p.m. yesterday he saw the s.s. Kwang Fat under steam going towards the China Merchant's wharf. He saw both the sampans go alongside, about amidship on the port side. As these sampans had no permission from the Captain he arrested the defendants. The defendants said they were set alongside by the tide.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s.8 3/4d.

THE WEATHER.

2 p.m. Barometer:—29.34. Temperature:—82. Humidity:—83.

since. I am now 37. There were three occasions on which my mother wished my death. On the first occasion she charged me with armed robbery, and I was sentenced to three years. On the second occasion she wanted to bring a charge against me for not supporting her, but on the intervention of my sister, she did not. On the third occasion she removed rice from my house. I went to my mother's house and forced the lock. My mother picked up an earthen jar and threw it at me, and hit me. She fell on it. She complained to her brother, and he came with a rifle, and asked me to leave the house. I would rather be shot than be put into gaol. I refuse to be put into gaol.

After the Puisne Judge had addressed the jury, the latter brought in a verdict of not guilty on the charge of arson and guilty on the charge of wounding the mother.

His Lordship sentenced the prisoner to six months' imprisonment, the sentence [illegible] concurrently with [illegible]

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LORD HAIG TO THE TRADE UNIONS.

PLAIN WORDS ON SELFSACRIFICE.

Lord Haig addressed some plain words to trade unions at the 35th annual general meeting of the National Association for Employment of Ex-Soldiers, which was held at the Royal United Service Institution, Whitehall. Lord George Hamilton presided.

The Chairman, in presenting the annual report, said that until the problem of the re-employment of ex-soldiers was solved there would not be quietude in this country, nor could the nation return to its normal life of industry. The Government had apparently attempted to solve this difficulty by a full utilization of the Labour Exchanges. Whether justly or not, the soldiers, ex-soldiers, and sailors who appealed to these Exchanges complained of the lack of sympathy and consideration shown towards them, and—incredible as it might seem—there undoubtedly was a certain school of thought in this country which seemed to think that a man who retained his employment during the war by declining to serve his country was entitled to more consideration than the man who lost his employment by serving his country.

Lord Haig, moving the adoption of the report, expressed his admiration for the work of the association, and begged his countrymen to give it their wholehearted support. He called attention especially to the following points in the report:—First, over 2,200 more men were placed in permanent situations this year than in the past year, and over 197,644 had been placed since 1885. Secondly, the numbers registered for general employment at the head office during the past two years had been as follows:—1918-1919, 5,163; 1919-1920, 9,109. The numbers placed on the books had been far in excess of the number of situations offered. Why were there so few situations offered? Despite all the efforts that had been made by the association and others, by Government Departments and private individuals like himself, there were too many thousands of cases of deserving ex-Service men who were still fighting perhaps the hardest battle of their lives in the endeavour to find work which would keep themselves, their wives, and families from absolute starvation. It was a great work that the association was doing in endeavouring to help such men. They wanted and deserved active help from every section of the community—not least from those of their own walk in life. (Cheers.)

THE BRISTOL APPEAL.

Continuing, Lord Haig said:—Some little while ago, at Bristol, I made certain references to the attitude of the trade unions on this question. My remarks caused some little feeling at the time, and together with a letter on the same subject written to a newspaper by a distinguished general as free from the suspicion of party bias as I hope I am myself, gave rise to some little discussion in the Press—and to some correspondence addressed personally to myself, and, I doubt not, also to Lord Methuen, I am happy and grateful to say that my own appeal at Bristol to employers and others produced a round sum of money for the benefit of the Officers' Association with which I am endeavouring to meet one side of our common problem. My general remarks upon the employment of ex-Service men met also with a very ready sympathy, to which I have little doubt that some, at least, of my hearers have endeavoured to give practical expression. As to the effect produced by my remarks upon trade unions themselves, I am less certain. That my remarks were met in a manly and straightforward way—in the spirit in which they were made—by the trade unions officials actually present, I know from the remarks they made to me and others at the time. (Cheers.) I am ready to believe that they also have sought to find a way to give some practical effect to my appeal; but I have seen nothing yet to convince me that they have done so to the extent that I had hoped they would—or to the extent to which I am convinced that ought to and can do.

It is no answer, to my mind, to say that the ground of a trade union's objections to an ex-soldier is not the fact that he is an ex-soldier, but the fact that he is unable to earn the full trade union wage. That is, in fact the whole gravamen of the charge that is brought by trade unions in this matter. The inability of the ex-soldier to earn the full trade union wage is due to the fact that some of the best years of his life were given up—at the risk of life itself—for fighting for his country, and thereby in fighting for, among other things, the very existence of the trade unions themselves. (Cheers.) I can conceive of no more serious setback to the development of trade unionism—not merely in this country, but throughout the world—than the triumph of the principles against which we fought for nearly five years in France. Is it fair that young men should be penalized by by trade unions for having fought the trade union battle?

I hold a letter here from the Ministry of Labour Training Department dated May 26—a few days ago. The letter is in reply to one requesting that a certain ex-soldier might be trained as a bootmaker. It reads as follows:—

I am to inform you that the Director very much regrets that owing to the opposition from the trade concerned, he could not sanction X.'s training in boot and shoe making and reparing.

A COMPARISON OF RISKS.

No one asks trade unions to abandon their principles; but I for one do ask trade unions and employers alike to endeavour, even at the cost of some sacrifice, to meet exceptional circumstances by exceptional action. It is their turn for sacrifice; the ex-Service men have already given theirs. (Cheers.) To my mind there is only one answer to that appeal, and that is the definite assurance, and proof, that ex-Service men or no ex-Service men) there is not enough work to go round. That is, indeed, a confession of national failure that I for one am not prepared to make; nor do I feel inclined to do so when I hear that for example, the chief factor that is holding up the Government's building scheme is not so much the shortage of many as the actual shortage of Labour, and that shortage of labour is due to the reluctance of the trade unions concerned to accept dilution in any form.

If it is true that some employers are taking advantage of the special condition of ex-Service men to pay them less than the normal wage for their labour—to the disadvantage of the unions—then such employers ought to be exposed, and the trade unions would be within their rights in seeking to deal with them by any means in their power. (Cheers.) So far, however, as evidence has reached me, it is in the other direction, and to the effect that employers in many cases have been prevented by the attitude of trade unions from giving employment to ex-Service men for whom they were willing and able to find jobs.

If it is merely a question of some small risk which the unions are unwilling to take, they are strong enough to take it; and the strength of their position with the general public would, I am convinced, be immensely increased if they did take it. It would be little risk, in any event, compared with the risk that ex-Service men had freely taken. I have seen it stated that the building trade alone could, with obvious advantage to the community, absorb the whole number of ex-Service men at present unemployed. Whether this is true or not, it is at least certain that they could help very materially to improve the present most distressing situation.

I would not return to a subject of this kidd did I not feel very strongly that the whole of what could be done has not yet been done, and is not being done. I only ask the trade unions to view my criticisms in the spirit in which they are made, feeling sure that it is merely failure to appreciate the utter seriousness, almost the hopelessness, of the position of thousands of most deserving ex-Service men, that prevents them from coming at once to our aid. It is certain that at this juncture they, if they will can help more than any other organized interest in this country. There are trade unions that have helped and are helping in the same splendid spirit of patriotism and comradeship that inspired the men for whom I plead. All honour to these trade unions, and may all others hasten to follow their example. (Cheers.)

THE GOVERNMENT'S EXAMPLE.

Possibly the Government might employ more ex-Service men than they have done hitherto. I have been in correspondence with the Secretary of State for War regarding the position at Grains Factory. As a matter of fact it only came under the War Office on June 1. The Secretary of State writes to me on June 4 that 26.6 per cent. of the total men now employed are ex-Service men. Now seeing that the Army which fought for us was a great national Army and comprised men of all trades, I cannot admit that that proportion is satisfactory. (Cheers.) However, Mr. Churchill concludes his letter by saying that "Full inquiry is being made into the position of this and other factories, and the claims of ex-Service men to employment in Government factories will receive the fullest consideration."

Lord Burnham, seconding the motion, said that there was not much unemployment among those who were in skilled trades. He did not think the resources of the Government had been exhausted in dealing with trade unions.

General Lord Rawlinson proposed the election of the committee for the ensuing year, and said that if the sympathy comradeship of the trenches could be extended to the labour and the industrial situation they would be able to find a satisfactory solution of the difficulty.

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GENERAL NEWS.

3,500,000 WAR PENSIONERS.

There are approximately three and a half million persons, including wives and families and other dependants, who are receiving pensions arising out of the war.

BRIDE OF A DAY.

Mr. A. E Penny, solicitor, made an application to the Willesden magistrate recently in what has become known as the "Bride of a Day" case. A girl of 20, named Jones, married a young man named Rayment on Easter Sunday, and on the following day the husband called in a solicitor and instructed him to draw up a deed of separation under which he agreed to allow his wife £1 a week. He then sent her home to her mother. Afterwards proceedings were brought in the police court against the husband for desertion, but when the case came on the magistrate saw the parties in his room, and a reconciliation took place. Mr. Penny now said that the husband by his continued cruelty had forced his wife to leave him. On one occasion he had brought another woman into the home and had kept her there all night. A summons was granted.

GOLD SMUGGLING.

£37,679 FOUND IN SHIP'S WATER TANK.

Several important seizures of British and American gold have (says the *Central News*) recently been made at Rangoon. The money was found secreted on ships, and included amounts of £42,000, £3,000 and £37,679.

The business of smuggling has proved enormously profitable for some time, but it is believed that the authorities have at last got the upper hand of it. Chinese ships coming from the Straits and Penang have been the contraband carriers on every occasion.

In the latest seizure (says the *Allahabad Pioneer's* correspondent), the Rangoon officials had to call in divers before their search of a vessel could be completed. Nothing was discovered until a big tank on the vessel was reached. This was entered through a manhole and was found by the search party to be almost full of water, nearly twenty feet in depth. As gold is not injured by the action of water, it was believed that this might have been thought a likely place by the smugglers to hide their gold.

One of the party divested himself of his clothing, dived down into the water, and then found on the sides of the tank, shelves which were from four to seven feet below the surface. On them were a number of bags of coin.

The work of getting these up took some time, and in all sixteen bags were brought to the surface. These were found to contain Queen Victoria sovereigns to the number of 13,557, and 6,023 American coins, known as twenty dollar gold pieces, valued at four sovereigns each. Had the gold been smuggled through there would at the prevailing rates in Rangoon been a profit of about £10,000.

The correspondent adds that, owing to several undetected shipments, there is plenty of gold in the country. Much of the gold that has been smuggled into Rangoon has been sent to Bombay, where a ready market has always been found for it.

DOINGS OF THE DUFFS — The Signal Corps Abandoned Its Position — BY ALLMAN

NOTICES.

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EARLIER TELEGRAMS.

OUTRAGES IN IRELAND.

Munster, July 18.

Police Commissioner Smyth has been assassinated in the County Club, Cork. Fourteen armed men forced their way in and fired on the Commissioner who fell riddled with bullets, and died almost immediately. There is unusual military activity in Cork and some arrests. A ex-soldier who came into contact with the military has been killed.

Later.

A dozen men at eleven at night walked into the Club. Some guarded the door, while others proceeded to the smoking room where the Colonel, who was a Victoria Cross hero, was talking to two other gentlemen. The raiders fired several shots at Colonel Smyth who rose, staggered and tried to run. Again he was shot and fell dead. County Inspector Craig was wounded in the leg. The raiders then disappeared. Colonel Smyth's name was prominently mentioned in the House of Commons last week owing to a speech he was alleged to have made to the police of Leslowel, ordering the men not to be afraid to shoot effectively. He had just returned from London where he had given the Irish Office explanation of the affair.

PRESIDENT WILSON AND GOVERNOR COX.

Washington, July 18.

After conferring for an hour with Governor Cox, the Democratic candidate for the Presidency, President Wilson stated that he found they were in absolute accord regarding the League of Nations. Mr. Cox will have the support of an absolutely united party in championship of honour to secure the peace of the world.

After his conference with President Wilson, Governor Cox declared that, if elected, he would endeavour with all his strength to give what President Wilson had promised to those who had sacrificed in the war. He and President Wilson were agreed with regard to the meaning and sufficiency of the Democratic platform and the duty of the Democratic Party in the face of threatened bad faith in the world award in the name of America.

FARM LABOURER'S LUCK.

New York, July 18.

The hamlet of Boylston, Massachusetts has had a sensation by the discovery that a local farm labourer named David Cant is one of the heirs to a million dollar estate in Dundee for whom lawyers have searched for years. Cant is leaving Boyleston to claim his inheritance.

INTERNATIONAL MERCANTILE MARINE.

New York, July 19.

The gross earnings of the International Mercantile Marine last year were $67,500,000 as compared with $34,000,000 in 1913. The profits were $17,750,000 as compared with $13,000,000, and the surplus is $30,250,000.

THE FIGHTING IN MESOPOTAMIA.

Allahabad, July 17.

A telegram from Bagdad says that the operations in the Lower Euphrates are being continued by a brigade under Brigadier General Congham. This Brigade concentrated in the Diwaniyah area and communication has been restored between Basrah and Samara. The defence vessels recently sharply engaged the Arabs.

There is considerable effervescence in the Shatiyas district, but elsewhere all is quiet.

END OF THE WAR.

London, July 18.

An Order-in-Council states that in order to remove misapprehension as to the date of the termination of war with Germany it was on 10th January, but termination of the war, as a whole, will be when the last of the Peace Treaties has been signed and ratified.

SUICIDE OF PRINCE JOACHIM.

Berlin, July 18.

Prince Joachim (sixth son of the ex-Kaiser and born on 17th December, 1890,) suffering from great mental depression, has shot himself.

BISLEY MEETING.

London, July 19.

Lieut. F. D. Evans, Malay States, won the N.R.A. Badge and two pounds sterling in the King's Prize competition at Bisley.

OLYMPIC GAMES.

Boston, July 19.

Over one hundred leading athletes, mostly college stars, have been finally chosen to represent the United States at the Olympic Games at Antwerp. They include Meredith, the winner of the eight hundred metre run at Stockholm in 1912.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

FLIGHT TO AUSTRALIA.

Singapore, July 20.

An accident to the tail of their aeroplane as the result of a skid prevented Lieutenants Parer and McIntosh from leaving. It is hoped that a trial flight will be made to-day and that they will be able to leave to-morrow.

SINGAPORE Y.M.C.A. EXTENSION.

Singapore, July 20.

Mr. Virgo expects Singapore to raise $150,000 for extensions to the Young Men's Christian Association.

AERIAL DERBIES.

HONGKONG'S SUPPORT SOUGHT.

The Aero Club of Hongkong has received an interesting letter from the Aero Club of America asking its opinion and advice on a plan to hold three important international contests each year, in which all the Aero Clubs of the world affiliated through the International Aeronautic Federation can participate. The idea comes from the Aerial League of America, and it is to hold three international long distance tests. Already there are the annual international contests for the Gordon Bennett, Jacques Schneider, Michelin and other trophies which afford tests of progress in aircraft design and airmanship, and the proposal now is to provide yearly tests of progress in every phase of aerial navigation.

The proposal is that three Derbies be held, viz.—

1. The Pan American Aerial Derby, to be held every winter from Miami or Palm Beach to Cuba, Guatemala, Panama, Colombia, Ecuador, Peru, Chile, Buenos Aires, Uruguay, Rio de Janeiro, Brazil, Pernambuco, Guiana, Venezuela, Porto Rico, Haiti, Cuba and back to the United States.

2. The Aerial Derby Around the World, in connection with which the Commission recently visited Hongkong. This, it is suggested, should start in June each year. It would, it is expected, occupy from three to four months during the first two years and then only two months each year thereafter. Each national Aero Club would have direct charge of the Aerial Derby in the territory over which it has jurisdiction.

3. The Aerial Circuit of the Atlantic, to be held in the latter part of summer, taking two months in the first year and probably not more than a month in succeeding years. The circuit could be made from east to west and west to east alternatively so as to afford a thorough test of conditions. Competitors, both pilot and passenger classes, might start from New York or Atlantic City, fly southward via Cuba, Haiti, Porto Rico, across the Caribbean Sea to Caracas, along the coast to Pernambuco, across the Atlantic to Dakar, on the west coast of Africa, thence to Magodor and Casa Blanca, across Spain or Portugal to Biarritz, along the French coast and across to London. From there either across the Atlantic by way of Ireland to Newfoundland, or via Iceland, Cape Farewell, Newfoundland, Halifax Boston, Portland and New York.

It is not proposed to confine the contests to aeroplanes: airships may compete. The sponsors of the schemes set out at length the objects aimed at, viz: Opening of the world's highways, strengthening of international relations and co-operation in the development of aerial navigation, to study airways, to make known that landing places are to aircraft what good roads are automobiles, etc., etc.

The letter adds: The aeroplanes which have flown across the Atlantic, to Australia, to Tokyo and to Dakar are to be followed by other aeroplanes capable of carrying fifty or more passengers and affording Pullman car accommodations. The British dirigible R-34 is to be followed by dirigibles many times larger, one being in Great Britain under construction, which has ten million cubic feet hydrogen capacity and will lift 303 tons, of which 100 tons will be for cargo, and will be capable of navigating the air for 25 days, or 36,000 miles, without stopping, at a speed of sixty miles an hour.

As to the contestants in these events, they may be of either sex, not less than 21 years of age. They may be aircraft pilots or not, may own or rent their aircraft or book passage on aerial transport line as passengers. The best prizes will go to those travelling the biggest distance by air; but other methods of transportation are not prohibited where circumstances render them necessary.

In asking the Hongkong Club for its suggestions and help the American body states that there are approximately a hundred aerial transportation lines being established all over the world, and if a decision is reached in the immediate future these lines will change their routes if necessary to cover different legs of the Aerial Derby route, so as to carry competing passengers. Among these lines are mentioned those across the United States and the Atlantic; from Japan to China, and across the Pacific.

The letter makes interesting reading and the proposed race? conjure up pictures of exciting sporting contests, but the expense will be very great and we should like to see something more in the nature of demonstration of the

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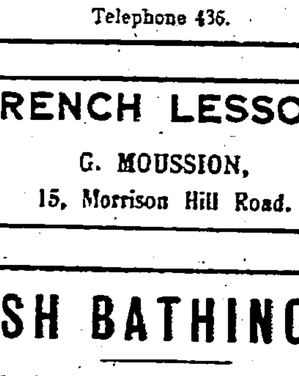

THE Alamo Unit is complete—the Silent Engine, generator, switchboard and radiator are mounted on one base. No special foundation is required. No belts or chain connections are used—silent—cleans itself of carbon; no springs, cams or rods to get out of adjustment.

All the Light—All the Power You Need

The Alamo Electric Unit is just what you have always had in mind—a safe, complete, economical, dependable, simple, compact electric light and power plant.

This is the plant you have been looking for.

Works smoothly and no need of foundations.

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Prices and Catalogues: Apply to Manufacturers' Representative:

UNION ENGINEERING

DISASTROUS CLOUD-BURST.

AN ENGLISH VILLAGE OVERWHELMED.

The little town of Louth, in the Lincolnshire Fen district, was inundated last month by a tremendous flood, and 22 persons were drowned.

To all appearance the disaster was caused by a cloudburst, the little river which flows through the town being converted into a devastating flood. In several houses the water rose practically to the ceiling, the people being trapped without a chance of saving their lives. Houses and bridges were swept away, and it is estimated that 1,000 people are homeless.

A phenomenal rain fall was also experienced in other parts of England. Forty yards of the railway on the main London and North Western line between Preston and Lancashire were swept away.

A SOLID WALL OF WATER.

It appears that the cloud-burst which was responsible for the flood took place some 15 miles away from Louth, and the torrent gathering force along the valley, a solid wall of water, estimated to have been from 12 to 15 feet in height struck the town.

The first obstacles in the way were two cottages in James's Street. These dwellings were cut clean away as with a giant knife, and no trace of them or of their occupants remains to-day.

WHAT CAUSED IT?

"No one has yet given a satisfactory explanation of the deluge. The thunderstorm had subsided, and there was no sound preceeding the sudden rising of the stream. There was just a roaring of the water as the river burst its banks.

"Many people lost all their possessions, and many are rendered homeless, though temporary shelter has been provided for those in distress by the people of Louth whose homes escaped the full force of the flood. The damage, roughly estimated, is from a quarter to half a million pounds.

A tremendous rainfall at Grimsby culminated in floods in the lower parts of the town, including the parks, the water being ten feet deep in places.

Most of the inhabitants, says the Press Association correspondent, were kept indoors by a thunderstorm about five o'clock when the calamity happened, and it was some time before those not immediately affected realised what had occurred.

Bridges were demolished, houses flooded, and buildings wrecked; furniture, domestic animals and human beings were swept away by the sudden rush of water, which was two hundred yards wide.

Firemen in attendance at the fire station were carried away, and three children were drowned in a house hard by, the water rising practically to the ceilings. People who had taken refuge in the upper storeys of houses and in trees were trapped by the water and drowned, and others were rescued only with difficulty.

A SCENE OF HORROR.

The flood began to subside after four hours, leaving a scene of indescribable horror. Dead bodies floated in the stream, great holes gaped in the walls of houses where they had not collapsed, and a thick mud deposit marked the track of the flood. The town is overwhelmed at the terrible extent of the disaster. Accommodation is being found for the homeless, numbering about one thousand in houses situated in the higher districts which escaped injury.

At the height of the calamity the velocity of the water was terrific, rushing into James Street, immediately ahead of a *sharp turn in the river* where the flood burst its banks, at an estimated speed of forty miles per hour.

James Street ran like a mill-race, houses being submerged to the roofs, on which the inhabitants took refuge. As a prominent resident put it the occupants were caught like rats in a trap. They were either drowned or knocked senseless as houses fell upon them. In Ramsgate Street three houses were lifted from their foundations and their contents deposited hundreds of yards away.

RELIEF MEASURES.

Roads were blocked with debris, houses partially demolished, bridges swept away, and one half of the town isolated from the other. The body of one woman was washed up in the grounds of the Mayor's residence, which was in the path of the inundation, and many old and helpless people have been rendered temporarily homeless.

Relief measures were promptly organised by the Town Council and citizens. All through the night rescue work and the recovery of the bodies proceeded, and in Louth itself at ten o'clock on Sunday morning no less than twenty bodies had been recovered.

It was believed that this did not represent the whole of the loss of life, even in the town itself, and reports from the surrounding districts rendered it probable that fatalities had occurred in villages on the course of the steam. Hundreds have been rendered temporarily homeless in the town, where the Corporation and inhabitants generally have provided food and shelter. One fireman was drowned.

Among incidents of the floods is one of somewhat remarkable character. A white pig was noticed to be floating on a piece of timber, when a black pig fought it for the place, and ultimately beat its white rival.

ROYAL SYMPATHY.

The following telegram has been sent from Buckingham Palace to the Mayor of Louth:—

The King and Queen are shocked to hear of the terrible disaster to your town, involving loss of life and property. I am desired to express Their Majesties' heartfelt sympathy with the families of those who have perished and with the sufferers in this sad calamity.—(Signed) Stamfordham.

THE PREMIER'S MESSAGE.

The Premier sent the following telegram to the Mayor of Louth:—

"Profound sympathy with yourself and your fellow-citizens in great disaster which has befallen your town.

"Please let me know what assistance the Government can render."

A DOCTOR'S GALLANTRY.

The Rev. Henry Cox, of Louth, contributes the following description of the flood to the *Daily Mail*:—

"The disaster came on our town with overwhelming suddenness. The force of the water was so tremedous that a large number of those who lost their lives must have been killed outright in the first few moments of the flood. Many were the gallant attempts to rescue, but these were hindered by the general panic which prevailed.

"Dr. Loughton Smith did particularly fine work. With a rope round his waist he spent over two hours in the water wading and swimming to render aid to the injured. Altogether the flood only lasted two hours, by which time the waters began to subside and to give up the dead.

"It is not at present possible to tell the complete death-roll. Bodies are being discovered in odd places, for those who were not in their houses at the time were swept off their feet and carried long distances.

CAUGHT IN CHILD-BIRTH.

Emerging from the calamity are many moving incidents.

Captain Loseby, M.C. M.P., during the rescue work, got into a house where the water had reached to the top of the door, and found a woman in child-birth.

The doctor in attendance was interrupted by the distress of the distracted husband. That unhappy man sprang out of the window into the water. Springing after him, the doctor rescued the man, and, returning, proceeded with his professional duties.

Later Captain Loseby, with help, was able to get the woman and her newly-born child out of house to hospital.

When the child was born the water was within six inches of the bed on which the mother lay.

A DAUGHTER'S DEVOTION.

In James Street, a neighbouring throughfare, another drama was taking place. There lived an old woman, aged 72, named Mrs Thorpe, and her daughter. A few doors up the street lived a young man named Cartwright, the girl's sweetheart.

Mrs Cartwriget says that her son, having seen to his mother's safety, made his way through the the water to the house of the Thorpes. Here he found his sweetheart with her mother, who is an invalid. He tried in vain to assist the girl and woman away to safety. He could not move the mother, and the girl said, "I cannot leave without mother."

"My son, said Mrs. Cartwright, made a final attempt to rescue them, but the girl to the end refused to move, and my son was carried away, but by a desperate struggle managed to save himself. Both the mother and the girl perished.

"This is the end of everything," added Mrs. Cartwright, pointing to the wreck of her home.

SWIMMERS IN RAGING WATERS.

A *Central News* Louth correspondent says:—

The men and women who formed themselves into search parties and heroically brought out some of the dead from the *debris* searched the countryside on Sunday in the track of the waters. When the torrent swept over the low-lying part of the town the strongest swimmers in the locality bravely volunteered to attempt to rescue people imprisoned in their homes with ropes fastened to their bodies. They swam through the raging waters and dragged out many persons to safety.

It was in this way that Mrs. Berry, who lost her three children, was rescued.

FUNERAL OF THE VICTIMS.

Pathetic scenes were witnessed at Louth when the funeral of 16 victims took place simultaneously. The wide aisle of the Parish Church was filled with coffins, and three little white-draped shells. Four hours before the service hundreds of people thronged the approaches to the church where the bodies rested.

U. S. DEMOCRATS.

INTEMPERATE TEMPERANCE.

One of the features of the U. S. Democratic Convention was the powerful address by Mr. William Jennings Bryan in support of his "Bone Dry" amendment to the report of the Committee on Resolutions. It "turned the Convention upside down." With the magnetism and force of his oratory he started one of the greatest and noisiest demonstrations yet seen in the Convention hall, a demonstration that lasted twenty-three cheering minutes at the conclusion of his speech.

The band and the great auditorium organ played while the demonstration lasted, the delegates resisting all efforts to get them back to the business of the convention. Mr. Bryan, standing smiling in the light on the right edge of the speaker's platform, with tears of emotion coursing down his cheeks, regarded the procession of prohibitionists, who tore up their State standards, starting the moving delegates in column about the hall. There were a number of fights over the standards, some of the delegates refusing to permit them to enter the parade and the standards of California and Alabama were tattered in the struggles which centred around them.

Mr. Bryan, on the platform, lifted the standard of Nebraska above the others, while the crowd cheered and cheered for him.

Mr. Bryan concluded his great speech at a quarter past four on Friday, and following the demonstration, Mr. Colby replied to him on the League of Nations question. The Secretary of State said that this question had passed to a higher tribunal than the Convention and that it is desirable now that the people should decide it. He attacked the reservations that had been attempted in relation to the Peace Treaty, concluding his address with a tribute to President Wilson, the crowd wasting another ten minutes in another demonstration, with cries of "Stand by the platform!"

NEW ADVERTISEMENTS.

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THURSDAY JULY 22nd "VARIETY TITBITS"

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SATURDAY " 24th "PERSIANA"

Popular Prices Booking at MOUTRIE'S.

NOTICE.

NOTICE OF REMOVAL.

We have temporarily removed our office to No. 33 Queen's Road Central, Lock Hing Building, Second floor, Room No. 19.

S. D. SETNA & CO.

Hongkong, 21st July, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday the 23rd. July 1920.

commencing at 11 a.m.

at their Sales Rooms, Duddell Street

12 Electric Ceiling Fans 110 volts 60 cycles
12 Oscillating Table Fans 110 volts 60 cycles
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8 Boudoir Sets
1040 Rosettes 10 K. W.
12 Boxes Plug Cutouts
12 Boxes Fuse Blocks
2 Motors
2 Switches
1 Transformer
9 Cases Maisons Paint
3 Packages Paint Oxide

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920.
Tytam	19.9 Below overflow	17.7 Below overflow
Tytam Byewash	19.2 Below overflow	16.6 Below overflow
Tytam Intermediate	Level with overflow	Level with overflow
Tytam Tuk	19.2 Below overflow	18.0 Below overflow
Wong nai chung	9.3 Below overflow	11.11 Below overflow
Pokfulam	7.61 Below overflow	9.3 Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919.	1920.
Tytam	100.55	85.71
Tytam Byewash	6.22	4.87
Tytam Intermediate	130.96	119.96
Tytam Tuk	1,317.50	1,197.50
Wong nai chung	22.93	11.46
Pokfulam	23.83	16.78
Total	1,583.27	1,435.67

Consumption of water in the City and Hill Districts in millions and decimals of gallons during the month of June.

	1919.	1920.
Consumption	231.80	259.99 M gallons
Estimated population	275,700	279,500
Consumption per head per day	29.7	28.6 Gallons

Constant supply in all Districts during June of both 1919 and 1920.

KOWLOON WATERWORKS LEVEL.

	1919.	1920.
Kowloon Gravitation Reservoir	10-3 Below overflow	Level with overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919.	1920.
Kowloon Gravitation Reservoir	250.42	252.50

Consumption of water in Kowloon in millions and decimals of gallons during the month of June.

	1919.	1920.
Consumption	42.09	53.34 M gallons
Estimated population	193,700	195,500
Consumption per head per day	13.5	16.8 gallons

The Government Analyst's reports show that the water is excellent quality.

W. CHATHAM

Water Authority.

NOTICE.

SOCIETY OF ST. VINCENT DE PAUL.

The Feast of St. Vincent will be celebrated on Sunday 25th inst. as follows LOW MASS, Sermon and Communion at 8.00 a.m.

GENERAL MEETING of the members in the Hall of the Catholic Mission House, Caine Road, at 10.15 a.m.

Lt-Col. Bowen will deliver an address on "A Female Medical Mission for China."

Friends of the Society are cordially invited.

J. M. S. ROSARIO,

Hon. Secretary.

Hongkong, 21st July, 1920.

NOTICE.

We have this day removed our office to the top floor of Nos. 250 & 252 Des Vœux Road Central (Messrs. Kwong Sang Hong's main promises).

MOW FUNG & CO. LTD.

Hongkong, 19th. July, 1920.

NOTICE.

MASSAGE HALL

MRS. HAN INOKUCHI.

Graduate from the Nagasaki Massage School, has removed from No. 33 Queen's Road to No. 26, Stanley Street 1st floor Telephone No. 1964.

NOTICE.

The interest and responsibility of Mr. Herbert William Looker in our Firm ceased on the 30th June 1920.

DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 1st July, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

— Opposite the University —

Tel. No. 732. P.O. Box. 593.

Principal

JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced

Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.:—

NOTICE.

THE WEST POINT BUILDING COMPANY, LIMITED.

An Interim Dividend of One dollar and seventy five cents per share for the six months ending 30th June 1920 will be payable on Wednesday 28th July on which date Dividend warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 20th to Wednesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

MOWBRAY S. NORTHCOTE

Secretary to

The Hongkong Land Investment & Agency Co., Ltd.

General Agents for

The West Point Building Co., Ltd.

Hongkong, 13th July, 1920.

NOTICE.

THE HONGKONG CENTRAL ESTATE LIMITED.

An Interim Dividend of Four dollars per share for the six months ending 30th June 1920 will be payable on Wednesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 20th to Wednesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

MOWBRAY S. NORTHCOTE

Secretary to

the General Managers.

Hongkong, 13th July, 1920.

NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

An Interim Dividend of Three dollars and fifty cents per share for the six months ending 30th June 1920 will be payable on Wednesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 20th to Wednesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

MOWBRAY S. NORTHCOTE.

Secretary.

Hongkong 13th July, 1920.

WANTED.

EUROPEAN ENGINEER, highly qualified (Diploma of Riga Polytechnicum), with practical experience of Machine Building, Railway Engineering, Shipbuilding and Electrical Engineering, Expert Draughtsman, speaking four languages, first class references, seeks suitable position. Address offers to Box 399 c/o "Hongkong Telegraph."

WANTED.—By married couple end Aug. beginning Sept. four or five roomed house (furnished or unfurnished) Hongkong mid level or Kowloon. Apply Box 400 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Abergeldie 136 Peak. Apply 135 Peak.

TO LET OR FOR SALE.

Glenshiel, No. 141 The Peak, near Barker Road Tram-station. Apply to Linstead & Davis Alexandra Buildings.

PUBLIC AUCTIONS.

By Order of the Mortgagees.

Messrs Lammert Brothers have received instructions to sell by

Public Auction

on

FRIDAY

The 23rd day of July 1920, at 3 p.m. at their Sales Rooms Duddell Street, Victoria, Hongkong

The following valuable Leasehold property situate at Victoria in the Colony of Hongkong, viz:—

All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as Section 5 of Inland Lot No. 425 together with the messuage erected thereon known as No. 5 West Terrace Victoria aforesaid. Term 999 years from 28th May 1855 created by a Crown Lease of the said Lot dated 17th April 1895 Annual Crown rent $6.46. Area 2959 square feet.

For further particulars and conditions of sale apply to

JOHNSON, STOKES & MASTER

Prince's Buildings, Ice House Street, Hongkong.

Solicitors for the Mortgagees, or to

Messrs LAMMERT BROS., Auctioneers.

Hongkong, 5th July, 1920.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS

Duddell Street.

NOTICE.

BANQUE INDUSTRIELLE DE CHINE.

French Lottery Loan 5% 1919.

Subscribers to the above mentioned loan are advised that the Bonds have arrived at the Banque Industrielle de Chine and will be delivered against receipt

Hongkong, 19th July, 1920.

MUSTARD & CO.

Connaught Rd. Central

Telephone No. 1186.

HOWE SCALES and WEIGHING MACHINES

Portable Platform Models
Portable Platform (Hide) Models
Grocer Models
Bathroom "
Post Office "
Even Balance "
Spring Balance "
Assorted Counter "

The Howe Scale Co., are the premier makers of America.

The name "Howe" is Standard in Scales.

The outstanding feature being BALL BEARINGS.

Quotations given for any type. Track Scales a Speciality.

SOLE AGENTS IN CHINA, HONGKONG AND MACAO

GERMAN OFFICER PROBLEM.

MILITARY CASTE STILL CONTROLS ARMY.

It is clear that unless the German Government, or whatever Government becomes responsible for the conduct of affairs as the result of the elections, makes a serious attempt to deal with the military question and receives all possible assistance in this task from officers at the head of the *Reichswehr* Ministry, a situation will arise which will not only threaten from within the stability of the German Republic but may seriously affect the prospects of Germany's securing the much desired modifications of the Peace Treaty, says the *Morning Post* correspondent, writing from Berlin.

The position of a Socialist Minister of Defence is as uncomfortable a one as could well be imagined. Disliked and despised by the Militarists and the Right parties generally as a Socialist and Republican, furiously attacked by the extreme Left for failure to impose his will on the Army, he is a lonely harassed figure endeavouring to carry out a task of colossal difficulty under a double flanking fire of violent criticism. It does not look so far as if the task which Herr Noske failed to carry out is going to be much easier for Herr Gessler, though he has the advantage of having at his right hand von Seeckt, who is believed to be loyal to the Government, in place of the Putschist von Luttwitz.

WEEDING OUT SOCIALISTS.

Bitter complaints are still raised by the Left that Republicans dismissed from the *Reichswehr* by their reactionary commanding officers during the Kapp *Putsch* are not being replaced, but that, on the contrary, Republicans are still being weeded out, while officers known to have sympathized with Kapp still retain their positions. It is complained that officers interpret the cleansing of the *Reichswehr* from political influences as meaning that it is to be cleansed of Republicans and Socialists and act accordingly, and that the authorities in Berlin fail to take action against local commanders.

What would appear to be a bad case, if the facts as stated in the Press are even approximately correct, is reported from Silesia—in which region Kappism was rampant among the military—where a court-martial of the Second Uhlan Regiment sentenced a soldier to eight months' imprisonment for having headed a deputation of men to the commanding officer protesting against the regiment's participating in the Kapp Putsch. The regimental commander and adjutant—both are aristocrats and the adjutant happens to be called von Luttwitz—are still at their posts.

This is a particularly bad case on account of the severity of the sentence and the fact that the sentence is illegal, as the Reichswehr Ministry has issued an order forbidding courts-martial to pronounce sentence on persons accused in connexion with the Kapp affair. Cases are still being quoted in which men known to be Republicans have been dismissed as "unsuitable for service in the Reichswehr on account of Spartacist intrigues," and in which men have been forbidden by superiors to join or attend meetings of the Republican Officers' League.

KAPP SUPPORTERS REMAIN.

"Die Freiheit" declares that the Doeberitz brigade, which was lately formed as a sort of bodyguard for the Government and has just been inspected by the President and Minister of Defence, is composed not as was foreshadowed of troops of known Republican sentiments, but, on the contrary, entirely of counter revolutionaries. There is not one Republican officer in the brigade, it asserts, but there are a number who actively supported the Kapp *Putsch*. It is typical of party polemics in Germany at this moment, and the difficulty of getting at the truth in these questions, that a pan-German paper raised an outcry about the penetration of Bolshevism into the *Reichswehr* and still more the *Sicherheitspolizei*.

That thoughtful Germans view the situation seriously and realize that it cannot continue without grave danger to the contrary is shown by the publication in the democratic *Berliner Tageblatt* of a weighty article by Professor Hans Delbruck, the well-known historical and political writer. After pointing out that the Kapp fiasco was due not only to the working-classes but the higher officials, he says that the corps of officers must follow the example of the French who succeeded in forming a Republican army without abandoning the glorious memories of the old Kings and of Napoleon. "Our past is dead," writes Professor Delbruck, in conclusion, "we must decide to bury it and make new life spring up out of the ruins."

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Rustis, from Yokohama.
Petruche Steamer Africa Cabine 11, from Vladivostock.
Anmo, from Shanghai.
Walter Bonner, Carlton Hotel, from Shanghai.
5478, from Shanghai.
Youngkannan Leehing Co., from Shanghai.
Yuhung, from Shanghai.
Kwongsinghong, from Amoy.
Arther Nilson Co., from Kobe.
Lee Bros, from Kobe.
Chifonghong Wenyiekai, from Shanghai.
Kwatliangset, from Amoy.
Wingtungchong, from Shanghai.
1102, 0030, 7319, 5894, 0360 etc. from Amoy.
R. C. Wilson, Sailors Home, from Shanghai.
Hongtye, from Amoy.
0491, 6596, 3087 etc., from Shanghai.
Fathin, Connaught road, from Shanghai.
4135, 3952, 2770, 1420, 5050, 5391 etc., from Amoy.
2413, 2006, from Aomy.
Tsukada Superfine, from Osaka.

N. LUND.
Act. Superintendent,
Hongkong, July 15, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Ahpe, from Colon.
Miffret, from Lyon.
Tracy Hall, Asia Banking Corporation, from Losangeles, California.

M. E. F. AIREY.
Superintendent,
Hongkong, July 8, 1920.

DEATH OF GENERAL MARSHALL.

Washington, July 3.—The death is announced at the age of 74 of Brigadier-General William Louis Marshall, who was in command of the Engineer Corps of the United States Army until 1910, since when he has been Consulting Engineer to the Secretary of the Interior. Besides many other notable achievements during his distinguished career, he was the discoverer of the "Marshall Pass" across the Rocky Mountains in 1873, and also the gold placers of Marshall Basin, San Miguel River, Colorado, in 1875.

CONSIGNEES.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

The Steamship
"ABERCOS" (Voy 2)

having arrived from Portland Ore via ports, on 16th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and and Godown Co., Ltd, Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 22nd inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 23rd inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Beard Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions.
Hongkong, 15th July, 1920.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

From ANTWERP, MIDDLESBRO. LONDON and STRAITS.

The Steamship
"BENLAWERS."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 19th July, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "CADDOPEAK."

From CALCUTTA via RANGOON, PENANG, SINGAPORE AND SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on July 21st at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after July 22nd will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.,
As Operators, U.S. Shipping Board.
Hongkong, 15th July, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship
S.S. "LAKE GITANO"
From CALCUTTA via PENANG and SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on July 26th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns and all goods remaining undelivered after July 27th, will be subject to rent.

No Fire Insurance whatever will be effected.

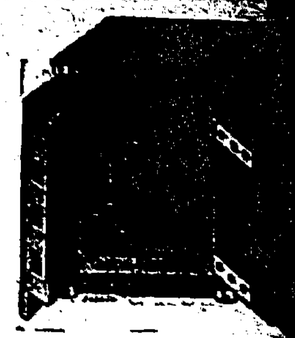
Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
As Operators,
U. S. Shipping Board.
Hongkong, 19th July, 1920.

HELP TO END THIS BURGLARY EPIDEMIC IN THE COLONY BY BUYING

BURGLAR-PROOF SAFES

THEY ENSURE SAFETY OF YOUR VALUABLES AND EASE OF HEART.



THE SINCERE COMPANY., LIMITED
"HONGKONG EMPORIUM."

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIPBUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for
"KELVIN MOTORS."
Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... ... Tel. K.21.
Manager... ... " K.329.
Secretary ... " K369.
Harbour Engineer " K.28.

Telegrams "SEYBOURNE."

CONSIGNEES.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"ALLOWAY"

having arrived from New York via ports, on the 21st. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on the 27th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 28th, inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board Emergency Fleet Corporation,
Barber Steamship Lines, Inc.
Operating Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions.
Hongkong, 20th July, 1920.

HOLLAND-EAST ASIATIC SERVICE.

Regular monthly service between
Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

FOR ROTTERDAM AND HAMBURG.
S.S. "TOBA" August.
FOR AMSTERDAM AND HAMBURG.
S.S. "BAARN" September.
FOR ROTTERDAM AND HAMBURG.
S.S. "TJIMANDEK" October.
FOR AMSTERDAM AND HAMBURG.
S.S. "KANGEAN" November.

For full particulars please apply to
JAVA CHINA JAPAN LYN
General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY
(Royal Packet Navigation Co. of Batavia)
THE STEAMSHIP:
"VAN WAERWYCK"
Beginning of August.
Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to.
JAVA-CHINA-JAPAN LYN,
Telephone No. 1574. Agents.

WATERHOUSE LINE
TRANS-PACIFIC FREIGHT SERVICE
Operating the following U. S. Shipping Board steamers
For
SEATTLE - TACOMA - VICTORIA - VANCOUVER
via Kobe and Yokohama.

"WEST IVAN" 30th July.

further sailings to be announced later.
Thru B/Ls issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to
FRANK WATERHOUSE & CO.
3rd Floor, Hotel Mansions.
Telephone 3507.

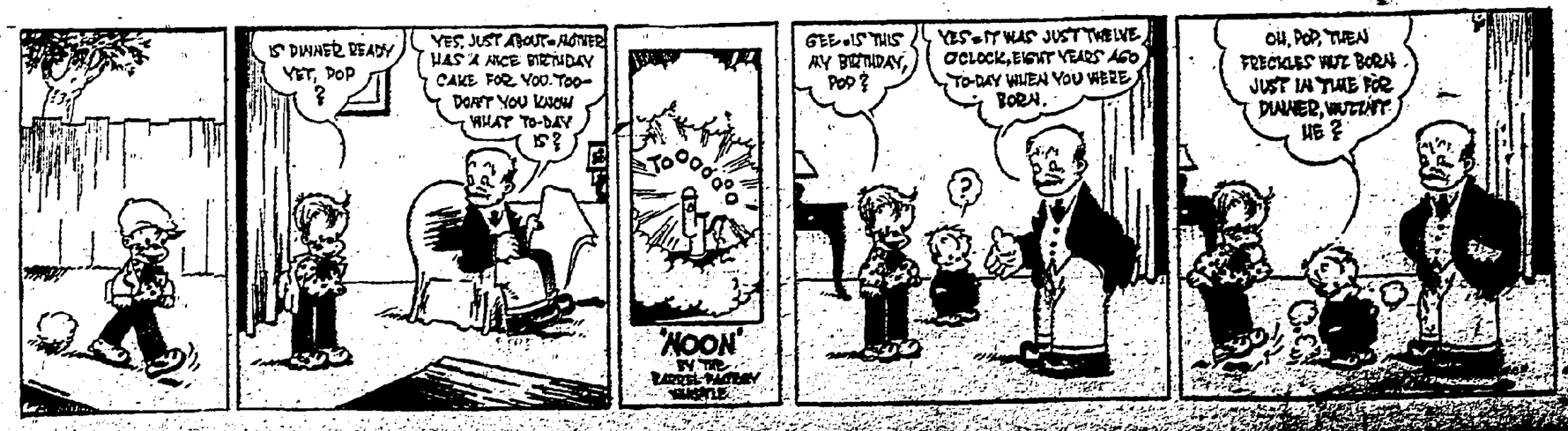
HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
Sailing:—To Canton daily at 8 a.m (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. and 5 p.m Sundays 5 p.m. only.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.
To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)
From Macao—Daily at 8.30 A.M. & 2 P.M. (Sundays at 6 P.M.)
Police Permits to leave the Colony are not required.
Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

FRECKLES AND HIS FRIENDS — It Look That Way To Tag, At Least! — BY BLOSSER.



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Junket

can be prepared in a few minutes by using

Watson's

Freshly concentrated

Essence of Rennet

In bottles sufficient to make 32 pints

60 cents each.

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Phone 16.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 21, 1920.

CANTON AND REVENUE SURPLUS.

A most interesting position regarding the surplus revenue of the Chinese Maritime Customs has been revealed by a Note that has recently been addressed to the Diplomatic Corps in Peking by the Minister of Foreign Affairs of the Military Government at Canton—a position so interesting that it calls for reference and comment. We will first give the facts as we can digest them from the lengthy document that has been transmitted to the northern capital. Although the Military Government at Canton has been established for some years it was not until June of last year that the Inspector-General of Customs recognised it in any way. All surplus revenue from the Customs went to the Peking authorities. Then it was that Dr. Lew Yuk-lin went from Canton to Peking as a Special Deputy to arrange with the Inspector General how the Customs surplus revenue should be divided for use between the North and South. Wisely or unwisely, the Inspector-General agreed that the Southern Government should receive 13.69 per cent of the total surplus, this figure being based on the Customs returns for 1918. The ports taken cognizance of for the purpose of working out this basis were Swatow, Canton, Kowloon, Lappa, Kongmoon, Samshui, Wuchow, Nanning, Kiungchow, Pakhoi, Lungchow, Mengtsze, Szemao and Tengyueh. All other ports were credited to the north whose share of the total surplus was fixed at 83.39 per cent. The Canton authorities continued to receive this agreed quota of the surplus until about three months ago, when, owing to the defection of Wu Ting-fang, Tang Shao-yi, Sun Yat-sen and Tang Chi-yao, the Customs authorities withheld all further monies from those left in Canton. It is this which has caused dissatisfaction in the South and which has had expression in the Note now addressed to Peking.

This Note points out, among many other things, that the fact that the personnel of the Canton Government has been changed should be no reason for the withholding of the revenue, because the Government still has to be carried on and troops paid. The loss of this revenue has created a serious position, as unpaid troops are becoming restless, a revolution and further lawlessness being feared. If there is dissension in the South there is even more serious dissension in the North, which is still permitted to draw its full share of the surplus. The Foreign Ministers in the North are accused of being too biassed in favour of the Northern Government and of showing a disregard for the welfare and administration of the South. The safety of foreigners in the South is even referred to as being in some jeopardy owing to the threatened breaking-out of unpaid soldiers.

That would seem to cover, in brief, the main burden of the Note, and any impartial mind must admit that the Southerners still administering affairs in Canton have a good case in asking for the resumption of the payments. But one must not lose sight of essential facts. Standing out clearly against all else is the fact that the Peking Government is the only one recognised by the foreign Powers. The Canton Government never has been officially recognised, and we view it as something in the nature of an indiscretion that the Peking heads of the Customs service should have allocated funds to a Government that was never recognised to exist except in defiance to a national authority. But to have made that allocation constitutes a recognition that is hard to overcome if there is to be maintained that consistency of policy so desirable in such a matter. The withdrawal from Canton of such well-known Chinese statesmen as those named above may have made the Canton Government less responsible in the eyes of the Diplomatic Corps and in the eyes of the Peking Government itself, but the fact remains that the Canton Government is still an operative force, just as much as when those statesmen were identified with it. Without question, the Customs officials have put themselves into an almost indefensible position, and it will be interesting to see what is the result of the present Note. It could be argued that the granting of revenue to Canton has aided the false division of the country and that the withdrawal of it may have the effect of driving the Cantonese into seeking peace with the North. If such could be accomplished, we should welcome the withholding of the funds. But surely the time has come—or will have come when this trouble in the North has fizzled out—when Chinese politicians should make some effort to get their country unified under one central and responsible Government. The perpetuation of the two assemblies at Canton and Peking, always in a state of open opposition, can only prolong the days of China's struggling ineffectiveness.

NOTES & COMMENTS.

ON THE 'PHONE.

We saw in a paper the other day the following, written by a man who has his doubts about the efficiency of telephones:—"Wanted—A telephone transmitter that will really talk." That will appeal to many a user of the 'phone in Hongkong, we are sure. Whilst the telephone is admittedly a wonderful instrument, it certainly has not yet attained perfection. We have seen it stated that the best transmitters in ordinary use to-day transmit less than 70 per cent. of what they hear, and that 70 per cent. is so mangled and garbled that the telephone is often an instrument of exasperation rather than communication. The trouble with most transmitters is their extreme sensitiveness. They pick up and magnify tiny noises, your breath and the snap of a nearby typewriter, while the comparatively hearty sounds of speech are "skeletonized" by the instrument. The chief tones, or major tones, are carried, and the subtle overtones, that lend personality to the voice, are lost. Read a list of unrelated words to a friend on the telephone some day and you'll see how much mental telepathy is needed in modern telephony.

WHAT OF HONGKONG?

And if "mental telepathy" is needed in Western countries, what about here in Hongkong, where some people have come to the conclusion that it's more expeditious to send and receive messages by coolie than by 'phone? Some of the confusion created on the telephone is, we will concede, due to indistinct speech by the subscriber. That trouble is experienced everywhere. One telegraph company of which we have read has gone to the trouble of issuing a list of 26 words to be used to identify the letters of the alphabet when telephoning telegrams. They say, for example, "F, as in Frank; U, as in union; S, as in Sarah," because "S" sounds like "F" on the average telephone and "U" is often "Q" before the carbon grains of the transmitter are through with it. But what exasperates most users of the 'phone in Hongkong is the intense obtuseness and stupidity of so many of the "hello" girls, added to which is the fact that the majority of the instruments appear incapable of transmitting a message much further than one's next door. To attempt to "get through" to Kowloon or even to Quarry Bay is to essay an even more difficult task than to speak to Paris from London. If our churches wish to suppress bad language in Hongkong, they had better begin the campaign by seeing what can be done to improve the telephone service.

TRIUMPHANT ENGLISH.

M. Painleve, former Premier of France, who is at present on a visit to the Far East, gave unique testimony, whilst in the United States on his way to the Orient, to the growing dominance in international affairs of the English language. It is M. Painleve's mission to develop better relations between China and France. He will establish courses of French history, literature and language in China. He will also arrange for Chinese students to go to France and attend the universities there. But, says M. Painleve, it will be necessary to assure the Chinese students that they will be given facilities to study the English language in France, for no Chinese scholar's education is considered complete unless he can speak English. The "English" tongue has never received a greater tribute. France, whose own language has been the mode of international conversation for centuries, acknowledges the newcomer. When French universities must establish courses in English to enroll Chinese students, the paramount influence of Anglo-Saxon institutions upon the changing Orient is formally recognised. The benefit which Britain can confer upon civilisation by unselfish assistance to the Orient is beyond calculation. China's insistence that her own culture adopt the English language is the keynote of her desired destiny. M. Painleve intuitively recognises it. So must we.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory yesterday at 5.20 p.m.:—

"Typhoon near or over Balintang Channel, direction unknown."

DAY BY DAY.

THEY ARE SLAVES, WHO FEAR TO SPEAK FOR THE FALLEN AND THE WEAK.—*Lowell.*

***

The rainfall for the three days ending at 10 a.m. to-day, according to Hongkong Observatory returns, has been 12.60 inches.

***

Tenders are being invited for the purchase of the wreck of the s.s. Fansang as she lies off Hainan Head Reef.

***

The Rev. C. R. Duppuy, Bishop-Designate of Hongkong, was to be consecrated in England on St. John the Baptist's Day, June 24th.

***

The roads from Shatin to Taipo, Laichikok to Castle Peak, and Shaukiwan to Repulse Bay are closed to vehicular traffic temporarily.

***

Owing to the inclemency of the weather, the swimming fete which was to have taken place at the V. R. C. last night was postponed.

***

This morning the No. 1 warning typhoon signal was hoisted and later in the forenoon it was replaced by the black drum indicating that a gale might be expected from the east.

***

The case in which two Sanitary Board coolies were charged with murder was concluded at the Criminal Sessions yesterday. Prisoners were found not guilty and were acquitted.

***

Yesterday's health return shows two cases of plague, two of enteric and one of diphtheria. The latter was fatal, as also were one each of the others. All were Chinese excepting one Indian case of enteric.

***

A Chinese, who had lived in America for fifty years, was to-day charged before Mr. N. L. Smith with the possession of 129 rounds of ammunition found amongst his luggage by the search officers. He was fined $50 by the Magistrate.

***

The Canton authorities, hearing that there are many revolutionists in Canton, have recently ordered that special vigilance be maintained. Since a number of revolutionists have organized societies in Hongkong and Macao, many troops have been stationed in important places to guard entrances. Special detectives have been employed to look out for these revolutionaries in these ports.—*Canton Times.*

***

Following the arrest yesterday of a hawker at the Central Market, for doing business within the limits of the market, more than ten other members of the confraternity made a combined assault on a coolie who, being instrumental in the arrest, was thought to have acted as a Police informer. The arrested hawker was charged by Inspector Johansen at the Police Court this morning, when a fine of $10, or fourteen days, was inflicted.

***

Mr. R. O. Hutchison to-day delivered an appropriate rejoinder to a wily hawker, which gave interest to what otherwise would have been a very dull report of a common case. The hawker was charged with the common offence of lacking a licence, and in support of his defence, this man said that he went to Stone Nullah Lane and after having bought a quantity of salt fish there, returned to the Wanchai Market where he made purchases of some melons. A playful female friend came up behind him, and snatched one of the melons from him, this act being wrongly construed by the constable as one of buying and selling. The Magisterial mandate was a fine of $3, against which the hawker entered a strong protest. "I can't help that," his Worship retorted. "You try to get $3 from her. Tell her that her joke has cost you that much."

MURDER MYSTERY.

A mysterious murder has come to light by the discovery at Shaukiwan Bay of the remains of a Chinese woman, who has since been identified as a boatwoman.

The details of the discovery indicated that a brutal murder was committed by persons who had gone to the extent of almost severing the head from the body after having done the woman to death with a dagger.

The Police are making investigations into the case.

SANITARY BOARD.

PRECAUTIONS AGAINST TYPHOID FEVER.

Mr. G. R. Sayer presided at yesterday's meeting of the Sanitary Board, when an important memorandum was submitted by the Medical Officer of Health in regard to the prevention of typhoid fever. Those also present were the Hon. Mr. E. R. Hallifax, Col. Humphrys, Dr. W. V. M. Koch, Dr. F. M. G. Ozorio, Mr. A. H. Hollingsworth, Mr. Chow Shousan, Mr. S. W. Tso, Dr. Pearse (Medical Officer of Health) and Mr. C. M. W. Reynolds (Secretary).

Dr. Pearse submitted the following memorandum regarding precautions against the spread of typhoid fever:—

I beg to submit for the consideration of the Sanitary Board the following memorandum on the prevalence of typhoid fever in this Colony. The table attached shows the number of cases of this disease notified each year from 1910 to 1919 inclusive. It will be seen that in none of these years has the incidence been great and in no instance has the disease assumed epidemic proportion. The infection may be acquired in various ways but all great epidemics of this disease are due to contamination of water supplies. Our good water supply has saved us in this Colony from severe epidemics of this disease. The army also has the advantage of obtaining milk from dairies so well managed that the chance of infection from consumption of contaminated milk is reduced to a minimum. I have never been able in any cases of typhoid fever to blame either the water or milk supply of the Colony. The eating of raw vegetables, e.g. salads, and shell fish, may have been the source of infection in some cases. There is, however, a mode of infection which has been in the past overlooked by the general public. I refer to the contamination of food in houses by means of typhoid carriers. If any typhoid carrier be engaged in preparing food or handling it, he is liable to spread the disease. An instance of this has recently occurred. Five cases of typhoid fever have occurred under circumstances pointing to a common source of infection, and investigation has proved that a cook who prepared food for all these persons was a carrier. The existence of dry privies in close proximity to kitchens and pantries offers opportunity for the contamination of food through flies if such privies are used by typhoid carriers. It used often to be said in Hongkong that Chinese were largely immune from typhoid. They may enjoy a higher degree of immunity than the foreigners here, but the appended table shows that a considerable number of cases of typhoid occur amongst the Chinese. The whole community cannot be examined for the purpose of finding who is and who is not a carrier, and so although a person may eschew salads and shell fish, boil all his drinking water and milk, he will not know that his neighbour or one of his household is not a carrier. There is a method whereby every one can obtain a good measure of protection, namely, by the use of anti-typhoid inoculation. The *rationale* of this inoculation is akin to that of vaccination against small-pox, although the protection afforded is not so great nor so enduring as in the latter case. There can be no doubt that the introduction of this preventive measure into the British Army saved countless lives during the recent war. The inconvenience is negligible and the protection afforded is good. If the public will evince a desire to use this method of protection, there can be no doubt that the Government will *provide the necessary material*. A list extracted from the Death Registers of the names of Europeans and Americans who have died from typhoid fever in Hongkong during the last ten years, shows that there were 31 such deaths. In 10 cases the infection was apparently acquired outside the Colony, while there were 21 cases of locally acquired infection. Similar lists for other nationalities could be given, but I think we must look to the European and American element of our population to set an example by availing themselves of protective inoculation.

[A tabulated statement attached to the memorandum for the past ten years showed the following cases of typhoid:—1910, 67; 1911, 107; 1912, 138; 1913, 201; 1914, 140; 1915, 198; 1916, 219; 1917, 188; 1918, 247; 1919, 133.]

In presenting the memorandum, Dr. Pearse spoke of the difficulties of introducing vaccination measures. They had tried it before in the plague outbreak, and after the staff of the department, some Chinese students and medical men had had themselves inoculated, no member of the public came forward. People thought that it was no use to have themselves inoculated as they did not either live in Chinese localities or walk down those streets. But in the case of typhoid it was different, inasmuch as they had Chinese servants in the houses and Chinese in their offices, and these might be carriers of infection.

Dr. Koch, supporting Dr. Pearse, discounted the idea that typhoid was caused by the eating of raw vegetables manured as they were in Hongkong. Cases occurred more from carriers than anything else. He was of opinion that they ought to urge the Government to allow the Government Bacteriologist to prepare the vaccine for use and that this should be supplied free. If they had a Bacteriological Department attached to the Board, as was the case in other countries, they could have done the work without all this trouble.

DISEASE AMONG CATTLE.

The Board agreed to a recommendation that 46 Australian cattle, imported by the Dairy Farm Co., be slaughtered, as they were found to be suffering from pleuro-pneumonia, and that the sheds be disinfected and declared a segregated area. The presence of the disease was discovered by the Veterinary Surgeon attached to the Dairy Farm, who had had four of the animals killed and *post mortem* examinations made. The cases occurred among a consignment of cattle which came from Australia on May 26th. So far no other cases had occurred among any other cattle. As soon as the disease was discovered the Australian cattle were isolated.

Dr. Pearse stated that there was no danger to human beings, but as there was a considerable trade in cattle between Hongkong and South China, it was best to take steps to prevent the spread, otherwise other cattle would be affected and trade would be harmed.

INTERESTING MARRIAGE.

The marriage arranged between George Tudhope, Blackhall, of the Chinese Postal Service, and Catherine, daughter of Mr. and Mrs. Thomson, Craigview Blackhall was due to take place at Davidson's Mains U.F. Church, on Wednesday, 23rd June.

AFTERNOON CONCERT.

A COMPLETE SUCCESS.

A complete success can be recorded for the grand concert which Signor D. F. Amelias and his coadjutors gave at St. Andrew's Hall last night, when there was a full attendance of musical enthusiasts. With Suppe's Overture to "Poet and Peasant" as the introductory piece, Signor Amelias and Madame Silvestri gave a very delightful exhibition of mandoline-playing and the applause which greeted their efforts was an eloquent tribute to their achievement. Mlle. Ross Filecamo's debut on the platform was a revelation. Her soprano voice is beautifully clear and mellow, it blended most agreeably with the more powerful soprano of Madame Silvestri in Campana's "Regarde Quelle Blanche Lune". The tiniest member of the party, Elena Filecamo, had yet to make her appearance, and when she did she quickly obtained for herself a firm hold on the audience. She sang selections from "The Dollar Princess" in conjunction with her sister, and her singing was to the audience an indication that, with more years and training she should be able to follow in the footsteps of her elder sister. Her special effort "O Sole Mio" was almost perfect, and the mood of the audience was such that they would not be satisfied until she had given an encore. Want of space prevents us from dwelling upon a detailed critique of the other selections. An instrumentalist of the calibre of Signor Amelias or Madame Silvestri and singers like the latter and the young Filocames need no extensive introduction to local music lovers and we look forward with pleasure to their next performance. Mention must also be made of Professor Danenberg and Madame Lottie Gordon, whose accompaniments on the piano contributed in large measure to the success of the concert.

TO-DAY'S MISCELLANY.

The Dickens Fellowship has chosen its new president well. Mr. B. W. Matz, one of the original founders of the society in 1902, has edited the "Dickensian" from its foundation, fifteen years ago. His wonderful Dickens room is a shrine that attracts American pilgrims. "Dickens for the blind," an edition of the great novelist's works printed in Braille type, was one of Mr. Matz's brilliant ideas, which has been successfully carried out.

* * *

Musicians are delighted with the knighthood conferred on Dr. Hugh P. Allen. He has only lately become Director of the Royal College of Music, but his work at Oxford made him wellknown before he came to London. He conducted the recent Bach Festival, for he is conductor of the Bach choir in which some people with long memories can recall hearing Jenny Lind sing as a member. Sir Hugh Allen is an adept at making people sing, as he proved at the unique Sunday services in Oxford.

* * *

To avoid confusion in sending news of ships at sea, it has been proposed to ban all duplicate names. Some old ships have been rechristened to avoid clashing with newer vessels which have taken their name; but this, while leaving the new ship a clear historic course, leaves obstacles in the course of the old one. Some nautical nomenclature is too imitative for speedy identification. The new Anchor liner Caledonia might easily be confused with the Leyland Caledonian. Our Navy changed Columbia into Columbella, an ingenious device which kept the first two syllables for identification and put a war-like ending to the name, befitting its new career.

* * *

The enthronment of the Bishop of St. Asaph as Archbishop of the Church in Wales recalls the fact that Dr. Edwards, on his appointment to the bishopric, was only the second Welshman to be appointed to the Welsh see for considerably over a century. His predecessor, Dr. Hughes (father of the present Bishop of Llandaff), who was appointed by Mr. Gladstone in 1870, broke the century, or, more, old rule of "English bishops for Welsh sees." A rather remarkable fact is that all the bishops appointed to St. Asaph before Dr. Hughes since 1761 were translated from other sees. They came not only from the minor see of Sodor and Man and the other Welsh sees of Bangor and Llandaff, but also from such of the important English sees as Norwich, Rochester, Hereford, Exeter, and Gloucester. It would seem that St. Asaph possessed an importance then which in more recent days has been in some measure eclipsed. The appointment of the present occupant of the see to the Primacy of the new province of Wales will restore and enhance its dignity.

* * *

The entry of the Bolshevist envoy, Krassin, into Downing Street, however it is explained, is a tremendous triumph for the Soviet Republic, says a Home writer. A year ago it was despised and cursed with a vehemence which was only limited by the resources of the English language. "Shaking hands with murder" was among the mildest mannerisms of the controversy of these now faroff days, and the cursings were backed up by one hundred millions of good British money. It is now quite an inoffensive thing—quite fashionable in fact—for responsible leaders in all the big parties to denounce "our Russian adventures." But if there is any credit for the amazing change in public opinion some share must be given to the much discussed "left wing extremists" of Labour. The first meeting of the "Hands-Off Russia" Committee was held in the Holborn Empire, London, one Sunday night in December, 1918. It was convened by those terrible fellows the shop stewards. I was there. Two of the speakers subsequently went to prison for their zeal in the cause. But the movement captured the miners, then the Triple Alliance, and then the whole Labour Party. How the whirligig of time brings round its full revenge. Mr. Jack Mills, one of the speakers at that meeting, wins a sensational victory at Dartford, and one of the biggest leaders of Bolshevism is received by the Premier and Lord Curzon at 10 Downing Street. Moral—the extremism of to-day is the commonplace of to-morrow.

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AVIATION NOTES.

[BY "METEORITE."]

Of recent months much has been heard concerning the activities abroad of State subsidised aviation missions of France, Italy, United States of America and other countries, but it has not been generally known that British constructors have been for some time making steady progress abroad. It is now possible to see the first results of this pioneer work. Handley Page commercial aeroplanes and other British machines owned by the company have flown for commercial purposes in Peru, Buenos Aires, Calcutta, South Africa, Poland, Spain, United States of America, Scandinavia, China and Greece. These undertakings represent the first stage of an ambitious scheme to advance the interests of British aircraft in every part of the world, and establish mail, passenger and freight carrying air routes in the leading countries abroad. By this means the possibilities of commercial aircraft are convincingly demonstrated.

* * *

In India the Handley Page aeroplane is carrying out similar work to that progressing in South Africa. In China a number of aeroplanes have been supplied to the Chinese Government for commercial work and the first machine flew in that country recently with great success. The flights accomplished have aroused the enthusiasm of various towns, which are agitating for permanent aerodromes in order that they may be linked with the scheduled air lines in process of organisation.

* * *

The vivid description by a Chinaman of a flight over Peking provides an interesting illustration of the possibilities of aerial touring in this country. He says:—"Those who have never seen Peking from the air have never seen it at its best. The Altar and Temple of Heaven, in their groves of cypress trees are an impressive sight as seen from above. Wonderful also is the panoramic view of the Forbidden City, its gold-tiled roofs and frozen lakes glittering in the sunshine. The precision with which the city is laid out is wonderful when one sees it from above, its massive walls enclosing it from the gaze of all outside but those who venture into the air. At a height of 4,000 feet over Peking, huge walls look like tiny footpaths, men and women become invisible to the naked eye and the mass of grey-tiled roofs surrounding the Forbidden City looks like a carpet of ashes. Vehicles could just be distinguished—moving dots between the roofs—and a train leaving the Kinban Station looked absurdly small. Away in the distance the surrounding hills just shewed their heads through a soft billow of mist. We have pried into the secrets of Peking. On the ground, miles away it seems our shadow is running ahead and slightly to one side of us. We are coming down, for we can now see human beings as dots upon the plains, and a squadron of Chinese Cavalry crawling like lazy ants across a Drill-Ground."

* * *

I notice with particular pleasure the inclusion of Colonel St. Clare Smallwood in the General Committee of the local Aero Club. The Club is to be congratulated on their choice, for Colonel Smallwood is a first rate aviator possessing an unqualified knowledge of both the technical and practical sides of aviation. As the technical Agent for the Handley Page, a concern which is becoming prominent in aviation matters in China, he has been of invaluable assistance to the Chinese Government in schemes of national importance and in connection with which the Handley Page interests have become closely connected. The experience acquired in his work could be called into service on behalf of the embryo Club and I am confident that his advice will always produce a good influence in the direction of affairs of the body.

* * *

Speaking of the activities of the new Club, one can foresee with what acclamation its first private plane will be received from the members. Unless some magnanimous Taipan comes forward with the free gift of a machine, the suggestion that a subscription should be raised amongst the members for the purchase of a common machine is well worth consideration. The possession of an aeroplane of its own will give force to the petition to the Government for a seaplane harbour.

* * *

Of special interest to prospective purchasess of aeroplanes in the Colony is the statement made by Mr. Handley Page in a recent lecture concerning the future of small aeroplanes, costing £150—£200, capable of being housed in a coal-shed, and utilised on week-ends for journeys up to five hundred miles. This statemant was founded on a remarkble discovery concerning the construction of planes. This new system, which to a large extent was discovered through long study of the principle underlying the movements of a bird's wing in flight, enables a machine, with a span of one hundred feet to reduce its plane-area to fifty feet and yet possess the same carrying capacity. Thus the size and cost of machines in the future will be very considerably reduced.

* * *

When the various aerial services are started in the Colony, I should like to conjecture on the measure of support which will come from members of the fair six in this and the other ports concerned. Looking over a fascimile of a manifesto for goods carried on the London—Paris service, I notice that articles of female apparel and those which cater to feminine vanity occupy by its extensive list a prominent position. *Le dernier cri* in *la mode parisienne* will apparently not be a far cry when we have these aeroplanes to bring in the latest models and keep the Colony up-to-date in fashions.

* * *

A Yokohama dispatch to the *Asahi* says that the Curtis Aeroplane Manufacturing Company, of London, has a project for establishing a big factory in Japan. The message says that Mr. Stevenow, the Manager of the Manila branch of the British company, recently visited Hongkong with the object of building a factory here but in view of the difficulty of obtaining good mechanics and workers here and of other adverse circumstances, he abandoned the original plan, and Japan has eventually been chosen. It is said that overtures have been made, through the Department of Agriculture and Commerce, to Japanese business men to undertake the work conjointly.

CORRESPONDENCE.

["To the Editor of the "Hongkong Telegraph."]

THE DAVIS CUP.

Sir,—Referring to your Notes and Comments on the Davis Cup in last night's *Telegraph*, am I not right in saying that England has not held the Cup since 1905, and that, except in 1913 when America held it but lost it in 1914, Australasia (in whose possession it still remains) has successfully held the Davis Cup ever since 1905? If memory serves me right, this is so. Despite the brilliancy of Tilden, Johnson and Williams, Australasia has no fear of losing the Cup in the Challenge Round, to be played in New Zealand next November.

Your lament at England's recent defeat induces me to give the following extract from the Sydney *Referee* of the 26th May last:—

AN ORIENTAL WINNER.

"What are termed foreigners have invaded England during the past few years—Australians are termed foreigners over there. In sport the foreigner has wiped the floor with the natives at football, tennis, rowing, sculling, swimming, cricket, boxing, etc., and now our slant-eyed friends from China are putting it over them at billiards. Or rather, one of that race—Lock Wei—has won the single-handed championship of Cambridge University with the cue, and another of his countrymen (S. C. Wu) has been selected with Wei to represent Cambridge University against Oxford in the Universities' annual billiard match. In addition to winning the single-handed championship of Cambridge, Mr. Lock Wei compiled the highest breaks and generally outdistanced his white competitors at the old seat of learning. It is making Englishmen sit up when supremacy at all their cherished games are being wrenched from them. Billiards is the one game at which they prided themselves they were pre-eminent and for Oriental players to come along and beat them is very sad, indeed. Fears are expressed in the Press that the English amateur championship at billiards may be taken from England. More unlikely things have happened during the past decade."

It would seem as if Mr. Maitland's advice given to the Governor, Hongs, etc. at the recent tennis prize-giving, to give an eye to sending out champions to wrest honours lost to Chinese, when engaging men for service in the Colony, will perhaps be of little avail in the future unless a change comes over the scene.

Yours etc.
RACKET.

Hongkong, July 21, 1920.

[According to "Hazell's Annual," it was in 1907 that Australasia won the Davis Cup from the British Isles, who had been holders for four consecutive years. Australasia then held the cup until 1912, when it was again won by the British Isles. America won it in 1913 and Australasia in 1914 and 1919.—*Ed. H.K.T.*]

NOTICES.

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Empress of Asia ...	Sept.	23	Oct. 11
Empress of Russia	Oct.	21	Nov. 8
Monteagle	Oct.	25	Nov. 19
Empress of Japan	Nov.	9	Nov. 30
Empress of Asia...	Nov.	18	Dec. 6
Empress of Russia	Dec.	16	Jan. 3

* will omit her usual call at Kobe.

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Trafic conditions on the Atlantic are as suggested on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here, with over all such reservations.

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Telephones 2477 & 2478 — 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "KEKETTICUT"
ABOUT JULY 28TH.
S.S. "SAUCON"
ABOUT AUGUST 15TH.
S.S. "CAPE MAY"
ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:—
BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE
AGENTS.
Telephones 2477 & 2478 — 5th floor Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.
HONGKONG
TO
LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST MONTOP...	July 31	S.S. WEST MONTOP...	Aug. 3
S.S. WEST HIKA	Aug. 10	S.S. WEST HIKA	Aug. 13
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON ...	Oct. 7	S.S. WEST HIXTON ...	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transhipment en route.
Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.
HEAD OFFICES: LOS ANGELES, CALI.
BRANCH OFFICE: KOBE, SHANGHAI, MANILA, SINGAPORE.
HONGKONG OFFICE: Prince's Building, Chater Road, Telephone No. 1052.
CHAS. E. RICHARDSON, General Agent for South China.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

ALSO
The following U.S. Shipping Board vessels
S.S. "WEST MINGO" Last half of August, for Baltimore via Manila and Suez Ports.

HONGKONG-CALCUTTA SERVICE.

S.S. "JACOB" Wednesday July 28nd, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:—
PACIFIC MAIL S.S. CO.
Hotel Mansions,
TELEPHONE 141. Cable Address "SOLANO."

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
SIBERIA MARU	20,000	Aug. 10th (from Y'hama.)
TENYO MARU	22,000	Aug. 11th.
SHINYO MARU	22,000	Sept. 6th.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	20,000	Sept. 30th.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailings apply to:—
Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO. LTD

FREIGHT AND PASSENGERS.
"NANKING" 15,000 tons. "NILE" 11,000 tons. "CHINA" 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU

"CHINA"	"NANKING"	"NILE"
July 22nd.	August 19th.	August 28th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.
Prince's Buildings, Ice House Street.
Telephone, Passenger Dept.....1934.
Telephone, Freight Dept. & Agent.....2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.
ALSO
Amalgamated with
COSMOPOLITAN SHIPPING Co. NEW YORK. — GREEN STAR LINE, NEW YORK.
Operating Baltimore via Panama Service to the Far East.

For SAN FRANCISCO.
"COLORADO SPRINGS" ... ... 22nd July.
"GREENLAND" ... ... 15th August..

For SINGAPORE & JAVA.
"EDITOR" ... ... 29th July.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL. Middle of September.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to
SHEWAN TOMES & CO.
Agents.

PACIFIC SHIPPING.

DOLLAR LINE

SAILINGS FROM HONGKONG FOR
VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS.	SAILING DATE.
"GRACE DOLLAR"...	AUG. 8TH.
"MELVILLE DOLLAR"	SEPT. 17TH.
"HAROLD DOLLAR"	OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.
"Movements subject to change without notice."
For particulars for freight apply to:—
THE ROBERT DOLLAR Co.
GENERAL POST OFFICE BUILDING — TEL. 795.
THIRD FLOOR — " 792.

SAN FRANCISCO.

U.S.S.B.
"WEST CADRON"
Sailing on August 10th.
THE ROBERT DOLLAR CO.,
Tel. 795 & 792 — Gen. P. O. Bldg. 3rd Floor.

HONGKONG SINGAPORE $ SAIGON SAMARANG
SOURABAYA
REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING
U.S.S.B. "LAKE FARRAR"
Sailing on the July 21st.
Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.
For particulars and bookings apply to:
THE ROBERT DOLLAR CO.
Tel. 792 795 — RAY E. GUNN Manager. — Gen. P. O. Bldg.

SAILING DATES.

EUROPE, U.S.A., ETC.

Tokiwa M.	N.Y.K.	July 21
St. Albans	P. & O.	July 21
Colorado S.	S. & D.	July 22
China	C. M. Co.	July 22
Altai M.	O.S.K.	July 23
Nikko M.	N.Y.K.	July 23
Altia M.	O.S.K.	July 23
Burma M.	O.S.K.	July 23
Devanha	P. & O.	July 24
Wheatland	P.S. Co.	July 25
Tokushima M.	N.Y.K.	July 25
Pawlet	P.S. Co.	July 26
Eldridge	P.S. Co.	July 29
Iyo M.	N.Y.K.	July 29
E. of Asia	C.P.O.S.	July 29
Lowther C.	D. & Co.	E. July
West Ivan	F.W. Co.	July 30
City of Oran	B.L.	July 31
Siam M.	O.S.K.	B. Aug.
Grace D.	R.D. Co.	Aug. 3
West Montop	L.A. Co.	Aug. 3
Pakling	B.L.	Aug. 6
Kalyan	P. & O.	Aug. 7
Taiyuen	B. & S.	Aug. 8
Penang M.	N.Y.K.	Aug. 9
Atsuta M.	N.Y.K.	Aug. 10
Siberia M.	T.K.K.	Aug. 10
Tenyo M.	T.K.K.	Aug. 11
Monteagle	C.P.O.S.	Aug. 12
Mexico M.	O.S.K.	Aug. 13
Toyohashi M.	N.Y.K.	Aug. 15
Greenland	S. & D.	Aug. 15
Aki M.	N.Y.K.	Aug. 18
Nanking	C.M. Co.	Aug. 19
Harold D.	R.D. Co.	Oct. 9
West Hixton	L.A. Co.	Oct. 10
Eastern	P. & O.	Aug. 20
Africa M.	O.S.K.	Aug. 21
West Hika	L.A. Co.	Aug. 23
Birmingham	B.L.	Aug. 27
Nile	C.M. Co.	Aug. 28
Shinyo M.	T.K.K.	Sept. 6
Ningchow	B.L.	Sept. 6
Alps M.	O.S.K.	Sept. 7
Kansas	B.L.	Sept. 10
Fushimi M.	N.Y.K.	Sept. 11
Chicago M.	O.S.K.	Sept. 14
Vinita	L.A. Co.	Sept. 15
Melville D.	R.D. Co.	Sept. 17
Surazi	B.L.	Sept. 20
C. of Dunkirk	A.L.	Sept. 20
Atlas M.	O.S.K.	Sept. 25
Korea M.	T.K.K.	Sept. 30

JAPAN, COAST PORTS, ETC.

Aki M.	N.Y.K.	July 21
Huichow M.	B. & S.	July 22
Wingsang	J.M. Co.	July 22
Haicheng	D.L. Co.	July 23
Shin-i M.	N.Y.K.	July 23
Sinkiang	B. & S.	July 23
Hopsang	J.M. Co.	July 23
Tjisalak	J.C.J.L.	July 24
Yingchow	B. & S.	July 24
Chipshing	J.M. Co.	July 25
Takada	P. & O.	July 25
Kaijo M.	O.S.K.	July 25
Tjiliwong	J.C.J.L.	July 26
Chaksang	J.M. Co.	July 26
Hailoong	D.L. Co.	July 27
Chengtu	B. & S.	July 27
Szechuen	B. & S.	July 27
Laisang	J.M. Co.	July 27
Torilla	P. & O.	July 28
Luzon M.	O.S.K.	July 28
Soshu M.	O.S.K.	July 29
Editor	S. & D.	July 29
Tatsuno M.	N.Y.K.	July 28
Kaga M.	N.Y.K.	July 30
Penang M.	N.Y.K.	B. Aug.
Unnan M.	O.S.K.	Aug. 1
Tjilatjap	J.C.J.L.	Aug. 3
Taming	B. & S.	Aug. 3
Nagato M.	N.Y.K.	Aug. 5
Tjihini	J.C.J.L.	Aug. 6
Haiyang	J.M. Co.	Aug. 7
Tjileboe	J.C.J.L.	Aug. 11
Tango M.	N.Y.K.	Aug. 21

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG
Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
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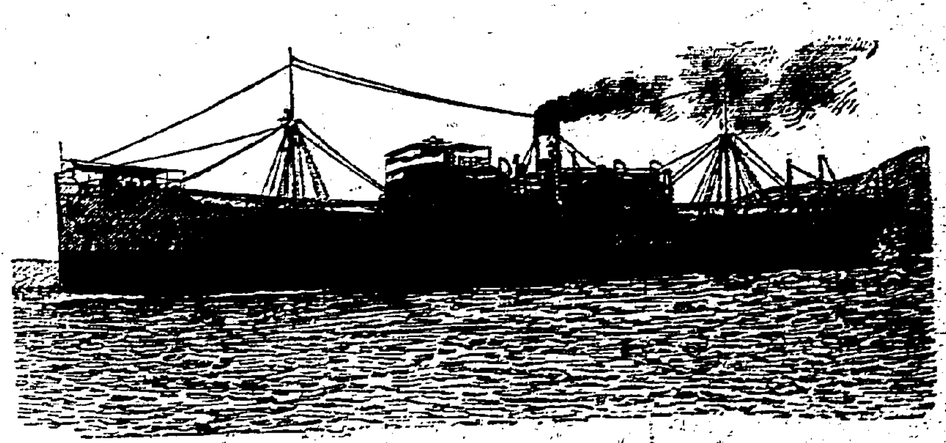


S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gros
Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Please Address Enquiries to the Chief Manager
R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIASIA, INCLUDING, NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DEVANHA KALYAN	8,100 9,000	24 July, noon. 18th Aug.	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles, London and Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,200	28th July. 1 p.m.	Calcutta via Singapore Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS EASTERN	4,500 4,000	21 July, 4 p.m. 20th Aug.	Sandakan Thursday Island, Cairns, Townsville, Brisbane Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	9,000	25th July.	S'hai, Moji, Kobe & Y'hama.

WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24ft X 8 X 1 will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freights etc. apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
TOYOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.
FUSHIMI MARU ... ... Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.
IYO MARU ... ... Thursday, 29th July, at noon.
ATSUTA MARU ... ... Tuesday, 10th Aug., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.
TOKUSHIMA MARU ... ... Sunday, 25th July.
AWA MARU ... ... Friday, 23rd July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsvillle & Brisbane.
NIKKO MARU ... ... Friday, 23rd July, at 11 a.m.
AKI MARU ... ... Wednesday, 18th Aug., at 11 a.m.

NEW YORK via the Suez Canal.
TOKIWA MARU ... ... Tuesday, 27th July, p.m.

SOUTH AMERICAN PORTS via S'pore, R'goon, Calcutta & Cape.
PENANG MARU ... ... Monday, 9th August.

BOMBAY & COLOMBO via Singapore.
SHIN-I MARU ... ... Friday, 23rd July.

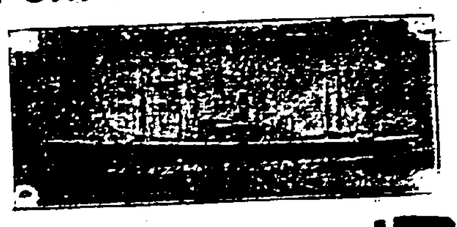
CALCUTTA & RANGOON via Singapore & Penang.
TATSUNO MARU ... ... Sunday, 25th July

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU ... ... Wednesday, 21st July, at 11 a.m.
TANGO MARU ... ... Saturday, 31st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KAGA MARU ... ... Friday, 30th July, at 11 a.m.
NAGATO MARU ... ... Sunday, 5th August.

For further information apply to— NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA. Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak ...	Java	in port	24th July	Yokohama.
Tjiliwong ...	Java	20th July	26th July	Shanghai.
Tjilaljap ...	Java	31st July	3rd Aug.	Swatow.
Tjikini	Java	1st Aug.	6th Aug.	Shanghai.
Haiyang ...	Java	2nd Aug.	7th Aug.	Java.
Tjileboet ...	Java	6th Aug.	11th Aug.	Yokohama.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
Through Bills of Lading issued to U.S.A. and Canadian Overland Points.
For Freight and Passage apply to the
Java-China-Japan Lijn.
Telephon No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" (Call Marseilles) 25th September.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"MEXICO MARU" ... ... Friday, 13th August.
"CHICAGO MARU" ... ... 14th Septemter.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore
"BURMA MARU" ... ... Friday, 23rd July.
"SIAM MARU" ... ... Beg. of August.
SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... ... Sunday, 1st Aug.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"KOSOKU MARU" ... ... Monday, 26th July.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.
"MANILA MARU" ... ... Wednesday, 21st July.
"AFRICA MARU" ... ... Saturday, 21st Aug.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.
"ALTAI MARU" ... ... Friday, 23rd July.
SAN FRANCISCO & NEW ORLEANS.
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
"LUZON MARU" ... ... Wednesday, 28th July.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
"KAIJO MARU" ... ... Sunday, 25th July.
TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 29th July.
For sailing dates and further particulars please apply to—
Y. YASAUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA	10th July.	15th July.
TAIYUAN	3rd Aug.	8th Aug.

This steamer is fitted with Refrigerating machinery, ensuing a plentiful supply of ice, fresh provisions etc, and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
Telephone No. 36 Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
To
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.
Subject to change without notice.
THE BANK LINE, LTD.,
or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.
Regular Sailings to NEW YORK.
NEW YORK
S.S. "LOWTHER CASTLE"
Sailing on or about 29th July.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.
S.S. "INNSBRUCK" Sailing on or about 2nd August.
S.S. "HUNGARIA" Sailing on or about 31st August.
BRINDISI, VENICE & TRIESTE.
TAKING CARGO ON THROUGH B/LADING TO LEVANT, BLACK SEA & DANUBE PORTS VIA SINGAPORE, PENANG & COLOMBO.
S.S. "PILSNA" Sailing on or about 9th August.
S.S. "INNSBRUCK" Sailing on or about 6th September.
S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)
Regular services between
JAPAN, HONGKONG & JAVA.
For JAPAN, S.S. "BORNEO MARU"
Sailing on or about 26th July.
For JAVA, "RIOJUN MARU"
Sailing on or about 31st July.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)
Steamship services Trans-Pacific. also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apcar Lines.
For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Wingsang	Thur., 22nd July at 3 p.m.
SHANGHAI via Swatow	Hopsang	Fri., 23rd July at d'light.
TIENTSIN	Chipshing	Sun., 25th July at d'light.
STRAITS & Calcutta ...	Chaksang	Mon., 26th July at 3 p.m.
MOJI & Kobe	Taisang	Tues., 27th July at 5 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtsze Ports via Shanghai.
MANILA LINE:—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.
HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.
BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kulat, Jesselton, Labuan, Tawao and Lahad Datu.
TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched for the STRAITS and CALCUTTA, on Monday, July 26th, at 3 p.m.
Cargo accepted on Through Bills of Lading (Transhipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.
For Freight or Passage apply to
JARDINE MATHESON & CO., LTD.
General Managers.
Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
PHEMPENH	Paoting	...22nd July at d'light.
HONGAY	Pakhoi	...22nd July at 9 a.m.
SWATOW & BANGKOK.....	Chengtu	...22nd July at 3 p.m.
WEIHAIWEI, CHEFOO, NEWCHWANG & TIENTSIN ...	Huichow	...22nd July at 4 p.m.
SHANGHAI.....	Sinkiang	...23rd July at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	...24th July at 4 p.m.
AMOY, S'HAI & PUKOW ...	Szechuen	...27th July at 10 a.m.
SWATOW & BANGKOK.....	Kanchow	...27th July at 11 a.m.
SHANGHAI.....	Sunning	...29th July at noon.
MANILA, CEBU & ILOILO	Taming	... 3rd Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly), taking Cargo on through Bills of Lading to all Yangtsze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.
BANGKOK LINE.—Weekly service to and from B'kok via S'tow.
For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 36.
Hongkong July, 21, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.
Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships:	Captain	Leaving.
Haihong ..	W. C. Passmore ...	WED., 21st July at 1 p.m.
Haiching	A. H. Stewart	FRI., 23rd July at 2 p.m.
Hailoong	J. S. Thomson.....	TUES., 27th July at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to
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Sailings from Hongkong.

"CITY OF ORAN"	via Suez	31st July.
"BIRMINGHAM CITY"	via Suez	27th Aug.
"WINGSHOW"	via Suez	6th Sept.
"CITY OF DUNKIRK"	via Suez	20th Sept.

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SHIPPING.

VESSELS ARRIVED.

The s.s. KATHLAMBA arrived yesterday from New York. She had 6,708 tons of cargo for other ports. Her agents are the Bank Line.—Mooring B 10.

The s.s. Loong Sang from Manila brought yesterday 2,635 tons of general cargo for Hongkong.—Mooring C 37.

From San Pedro the UNCAS, consigned to the Standard Oil Co., came in yesterday with 4,100 tons of fuel oil for the Colony and 1,143 tons, for other ports. She experienced particularly bad weather.—Mooring Lichikok.

From Singapore the LAKE GITANO consigned here this morning 2,279 tons of general merchandise.—Mooring C 44.

The Admiral Line's ALLOWAN from New York arrived here this morning with 1,335 tons for Hongkong and 805 tons for other ports. Of the latter cargo 300 tons of Kerosene are for Manila.

The N.Y.K.'s AKI M. came in yesterday afternoon from Melboune with 107 tons of provisions for Hongkong and 1,081 tons of malt, barley, etc. for the North. She reports strong monsoon and squally weather.

The Dutch steamer TJILIWANG arrived yesterday from Batavia with 4,439 tons of sugar, 470 tons of liquid fuel, 938 tons of rattan, 179 tons of oil and 233 tons of general merchandise for Hongkong. Her through cargo comprised 40 tons of oil, 120 tons of candles, 59 tons of rattan, 125 tons of seaweed, and 80 tons of general merchandise.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. CALCUTTA M. (Hamburg Line.) left Rotterdam for this port via Suez on the 23rd June, and is expected here on the 11th August.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports, Shanghai on the 10th July and is due here on or about the 5th August.

The N. Y. K. s.s. SHINYO M. (Bombay Line.) left Moji for this port on the 17th July and is expected here on the 22nd July.

The N. Y. K. s.s. SHINGO M. (Calcutta Line.) left Calcutta for this port via Rangoon & Singapore on the 11th July and is expected here on the 30th July.

The R. M. S. EMPRESS OF ASIA arrived at Shanghai Woosung on 17th July p.m. left there 18th July a.m. and is due at Manila on 21th July a.m.

The N. Y. K. s.s. NIKKO M. (Australian Line), left Nagasaki for this port on the 18th July and is expected here on the 22nd July.

The N.Y.K. s.s. TATSUNO M., (Calcutta Line), left Kobe for this port via Moji on the 17th July and is expected here on the 24th July.

The N. Y. K. s.s. AWA M., (Liverpool Line left Shanghai for this port on the 19th July, and is expected here on the 22nd July.

The N. Y. K. s.s. IYO MARU, (European Line.) left Kobe for this port via Moji and Shanghai, on the 19th July, and is expected here on the 28th July.

The T. K. K. s.s. TENYO M. arrived at Yokohama, on the 19th inst., and sails on the 22nd inst., for Hongkong via Manila, being due at this port August 3rd, in accordance with schedule.

ELECTRIFYING HOLLAND.

Operations are about to be commenced, on a national scheme for the provision of electrical power throughout Holland. A special administration, presumably on similar lines to the British Ministry of Transport, is to be created for controlling the undertaking, and when this comes into being the supply of electricity will be a direct Government service. A network of high-tension transmission lines, which will take from five to ten years to complete, will provide cheap power for Dutch industries which have been much handicapped in the past by the high cost and shortage of coal. The scheme will cost more than ten million pounds sterling, and orders for electrical plant amounting to over £1,000,000 have already been placed in England.

HER PAGE

THE LATEST IN HATS.

Sometimes Ostrich is Put On in Groups or Tufts Like This

An Adorable 1870 Hat, Tilted Up at the Back and Fluffy with Ostrich

The Garden Party Hat. Big and Droopy and Made of Shadowy Lace

The New Leghorn in '70 Style with a Ribbon Straight Across the Crown. Feathers High at Back

Modes of the Moment.

Airy is the word for summe hats. All the new models from Paris are light and fluffy with soft lines and soft trimmings. Organdy is used in pleatings and frillings and huge bows. It is impossible to over-emphasize the use of organdy. It appears on sport hats and on garden fete models. Lonison shows a delectable hat made of puffed pink organdy and small pink velvet daisies which are laid flat all over the low crown. Under the rolled up organdy brim is a bandeau covered with the pink velvet daisies. Another hat from the same milliner has a low crown of black straw and a wide brim made of white organdy tabs overlapping each other in petal effect. Each tab is outlined with a piping of black oilcloth—a mere hairline of black, bringing out the shape of the airy petals.

WATTEAU HATS THE CRAZE.

The saucy little tilted-up models, sometimes called Watteau hats, sometimes 1870 hats, have taken femininity by storm. They are really Watteau hats and really 1870 hats, for in the seventies there was a revival of Watteau modes.

Two Watteau, or 1870, styles are pictured. One is a cunning affair of leghorn with a band of blue and rose picot ribbon straight across the crown and carried down under the brim—this is a characteristic hallmark of the Watteau style. At the back of this leghorn model is a fluffy mass of blue ostrich which tumbles forward on the crown, and down-ward over the bandeau and the hair. The other 1870 hat is of white straw of very fine quality with ostrich in pale yellow shadings.

RED HATS IN FASHION.

Poppy colour hats are decidedly smart. Reboux has made such dashing ones that the vogue has been established. From Reboux come white straw sailors with scarlet ribbon bands and clusters of silver cherries, and small hats of vivid scarlet trimmed with velvet popies in the same shade. A hat of scarlet leghorn from another French house has the brim bound with black oilcloth and sprays of glycerined ostrich in red shoot out from the crown. These red hats look very smart with tailored white linen suits—of which there are many this season of revived interest in linen.

AIRY LACE HATS ARE FORMAL.

A lace hat is not intended for ordinary wear. One must dress up to such a hat. Therefore these hats are in the uncommon and exclusive class for not every woman can afford to own an expensive hat which may only be worn on special occasions. And a lace hat is, usually an expensive hat; the material must be good for cheap lace is atrocious in millinery, and there is a good deal of handwork on such a hat. There must first be the transparent tulle foundation, exquisitely graceful in line in spite of the unsubstantial material used. And then the lace must be wired and arranged over the tulle. But there is nothing so lovely as one of these big, airy hats of black lace and nothing more becoming. A very beautiful model is pictured. The lace brim projects beyond the wired tulle brim and both brims droop gracefully over the face. On the low crown the lace is laid over swathings of black tulle and twisted velvet ribbon in Nattier blue forms the trimming band and a long looped streamer. Two pink poses are caught against the brim at the back.

Another stunning lace hat is of black chantilly; with quantities of French blue ostrich massed around the blue crown. The brim droops but when the wearer lifts her head the blue ostrich can be seen through the black lace.

The black hat with its blue mass of feathers was wonderful with grey hair and with a frock of black chiffon and jet.

A good many picture hats are of black horsehair lace which produces the airy effect very well, though such a hat has not the elegance and distinction of a black lace model. White horsehair hats are seen also and some of them, trimmed with twisted pink velvet ribbon and clusters of pink roses, are lovely indeed. These big droopy hats are called the Gainsborough models, and they are quite as fashionable as the little Watteau models.

OSTRICH AND WHEAT ON HATS.

Glycerined ostrich and wheat have a good deal the same effect on the large hats of the season. Both trimmings are much in favour. Pictured is a hat with coral coloured silk tomatoes. This is supposed to represent the true field or garden idea in millinery — brought up to date. A very becoming hat it is too, with its drooping brim of leghorn and over that a still more drooping brim of red linen—again you see; one meets it everywhere this season! And a rather piquant idea is the lifting of the linen brim at one side and staying it with wire so that the hat has a saucy tilt upward at that side. This is a practical summer hat for the leghorn shape, linen brim and wheat and tomato trimming will stand wind and weather well. It is a sport hat rather than a dress hat.

More formal in type is the hat trimmed with ostrich tufts. This is the new way of using ostrich—as though someone had picked a handsome feather to pieces in a fit of frenzy and then repented and fastened the remains—in sections—to the hat. But fashion highly approves the effect. The ostrich in this case is pale grey, against a grey straw crown. The trim, underneath, is of violet straw.

AN ENORMOUS BOW

of ribbon, with long, wide streamers, is one of the lattest methods of giving the bouffant effect to a thin material skirt. Extremely effective was the gown worn by a Paris shopper in the Rue de la Paix the other afternoon. Materialised in white lawn, profusely sprinkled with broderie anglais, it was furnished with one of these wide sashes, with big bow and streamer ends of old rose taffeta.

HEELS MORE SENSIBLE.

Is the French heel passing? A few years ago every other woman tripped about in high Louis heels. Now such heels are the exception in the shopping districts, and in fact anywhere except where women congregate for formal occassions. The broad sensible heel—what used to be called the sport-shoe heel—became established during the war years when so many women wore uniform, or plain, servicable garb for general war work, and many of these women, discovering the comfort of low heels, have refused to totter around on high, curved heels when engaged in the ordinary affairs of life. The Louis heel remains the favourite for dress-up occasions and of course slippers for evenings and dancing have the dainty, curved heel; but on the street the average woman walks easily and vigorously in boots that have military heels or the very low, broad sport heel.

Oddly enough, though the Louis heel belongs to Paris, most of the new French slippers with bows or straps across the instep have the military heel. New street pumps and buttoned walking boots have also these moderate military heels Very dainty buttoned boots and pumps which accompany formal afternoon gowns show the Louis heel and light turned sole—but these boots and pumps are not fancied for jaunts that require real walking, or for shopping hours when one becomes weary, standing about at counters, no matter what sort of heels one has on.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS: II.

The Twins were puzzled to know where all of the noises were coming from. They could hear the chattering and quarrelling, yet search as they would, they could find nothing of Mr. Frog nor Mrs. Hen, nor any of the others.

There it was again! Mr. Frog still teasing someone! "You're dumb, you're dumb!" he accused. Then Mrs. Hen denied it as before. "I'm not at all. I'm not at all!" she screamed. "Give him fits-fits-fits," put in Sid Sparrow, and then Mrs. Owl boomed. "Who, who, who?"

They spied a small grey figure talking to himself and scolding for dear life.

"Oh, dear! Where can they all be?" cried Nancy. "I don't see a single one of them."

Now all this time, of course, Casper Catbird was getting out of taking his bath, for while Nick and Nancy were hunting for the quarrellers, to stop the trouble, they couldn't be bothered searching for him. And you may imagine Casper was just about tickled to pieces.

But something occurred! Nick happened to look behind the door, and there was Mr. Frog peacefully asleep. He had no more idea of quarrelling than I have this minute, and I'm feeling pretty friendly indeed. But there was his voice still making fun of some one. Mysterious, wasn't it?

Then Rubadub, the fairyman, beckoned quietly for the children to follow him, so all three tip-toed softly to a tall bush outside. Peeping up through the leaves they spied a small grey figure talking to himself and scolding for dear life, with six voices, Mr. Frog's Mrs. Hen's, and all the others.

Rubadub reached up and grabbed—whom do you suppose? Casper Catbird, no other.

"You're smart because you're Mr. Mocking Bird's cousin and can mock anyone you wish," laughed Rubadub. "What shall I do with you?"

"Give him two baths," said the Magical Mushroom. And they did.

(To be continued next Wednesday).

JOTTING.

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DEATH OF SIR CHARLES MATHEWS.

FAMOUS CRIMINAL LAWYER.

The death is announced of Sir Charles Mathews, the Public Prosecutor, which took place in a nursing home in London.

Sir Charles Mathews was the stepson of Charles James Mathews, the comedian, whose name he assumed.

His early association with his stepfather, by whom, after leaving Eton, he was placed as a pupil under the late Mr. Montagu Williams, served him in good stead when he became the foremost criminal lawyer of his day, for his speeches in Court were delivered with the dramatic intensity of the born actor.

His talents, however, were far from superficial, for he conducted many cases of great difficulty and complexity with distinguished success. He had a remarkable gift for grouping the essential points of evidence, and for marshalling facts so that their relative importance was easily understood by a jury. During the forty years in which he practised at the criminal Bar, he figures in countless memorable trials, one of the most sensational being that in which the captain and mate of the Mignonette were tried for killing and eating the cabin boy.

In 1886 he was appointed Junior Counsel to the Treasury and two years later he became Senior Counsel, a post which he occupied for twenty years. He was the late Lord (then Sir Charles) Russell's junior in "The Great Pearl Case" and in the Lawson poisoning case he appeared with Mr. Montagu Williams for the defence.

Among other causes celebres in which he took part were the Chapman poisoning case, the Devereux trunk murder, the Goudie bank fraud, and the baccarat case.

He had little to do with politics, but in 1872 he unsuccessfully contested Winchester in the Liberal interest. Naturally he took a close interest in theatrical matters, and for many years he was a consistent "first nighter." He was a member of the Jockey Club, and of the Turf, Garrick, and Beefsteak Clubs.

MISS M. H. FEE ATTEMPTS SUICIDE.

Washington, July 3.—Mary Helen Fee, educator and author, was found in a critical condition at the entrance to the Park. Her wrist was badly scratched and two letters were found in her hand explaining that she was tired of life. She was head of the English Department in the Philippine Normal School for several years, and served with the American Red Cross in Turkey during the war. Her relatives in Chicago gave that the reason of her attempted suicide was on account of neuritis, which she contracted during her work in France.

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WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	Every 15 min
8.00	to	9.30 a.m.	10 min
9.30	to	12.00 a.m.	15 min
12.00	to	12.30 p.m.	30 min
12.30 p.m.	to	2.30 p.m.	15 min
2.30	to	3.30 p.m.	30 min
3.30	to	5.00 p.m.	15 min
5.00	to	8.00 p.m.	10 min

NIGHT CARS.

8.00 p.m. 9.00 p.m.
10.00 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

7.30 a.m.			
8.00 a.m.	to	10.00 a.m.	Every 15 min
10.30 a.m.	to	11.00 a.m.	10 min
11.30 a.m.	to	12.30 p.m.	15 min
12.30 p.m.	to	1.30 p.m.	10 min
1.30 p.m.	to	5.30 p.m.	15 min
5.30 p.m.	to	6.00 p.m.	10 min
6.00 p.m.	to	8.30 p.m.	15 min
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Manager.

Hongkong, December 21st, 1914.

THE CHINESE MERCHANTS BANK, LTD.,

華商公眾銀行有限公司

Head Office

Alexandra Buildings, Chater Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG TOY
Chief Manager.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ...	$15,000,000
Reserve Funds:—	
Sterling...	£7,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

COURT OF DIRECTORS:
Hon. Mr. E. V. D. PAES—Chairman.
A. H. Compton, Esq.—Deputy Chairman.
G. M. Bidwell, Esq. | Hon. Mr. T. Jebsen
G. T. M. Bliss, Esq. | A. ...ding, Esq.
A. S. Gubbay, Esq. | W. R. Paterson, Esq.
Hon. Mr. P. K. Holyoak | E. A. Hammond, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.
Acting Manager:
Shanghai—O. H. HUTT, Esq.

LONDON BANKERS:
LONDON COUNTY and WESTMINSTER & PARR'S BANK, LIMITED.

Current accounts opened in local currency and Fixed Deposits received for one year or shorter periods in local currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, March 1st 1920.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on Minimum monthly balances at 3½ per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

PAID-UP CAPITAL	£2,000,000
RESERVE FUND	£1,000,000
RESERVE LIABILITY OF PROPRIETORS	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter period on rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, 11th April, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POON SHAN,
Chief Manager.

THE YOKOHAMA SPECIE BANK LTD

ESTABLISHED 1880.

Authorised Capital	— — —	Yen 100,000,000
Paid-up Capital	— — —	Yen 81,000,000
Reserve Fund	— — —	Yen 44,000,000

HEAD OFFICE, YOKOHAMA.

Branches and Agencies

Batavia	Kobe	Vancouver
Bombay	London	Bangkok
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changsha	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Newchwang	Shinagawa
Hankow	Osaka	Sydney
Honolulu	New York	Tientsin
Tokyo	Peking	Tsinanfu
Harbin	Vladivostock	Tsingtau

Interest allowed on Current Accounts. Deposits received for fixed period as rate may be obtained on application.

G. HASHIZUME,
Manager.

Hongkong, 15th March 1920.

INTERNATIONAL BANKING CORPORATION.

CAPITAL AND SURPLUS: U. S. $10,000,000
UNDIVIDED PROFITS: U. S. $500,000
Owned by the National City Bank of New York

HEAD OFFICE: NEW YORK.

BRANCHES:

LONDON: 36 Bishopsgate, E. C.
LYONS: 27 Place Tolozan
SAN FRANCISCO: 232 Montgomery Street.
CHINA: Canton, Hankow, Harbin, Hongkong, Peking, Shanghai, Tientsin, Tsingtau.
DOMINICAN REPUBLIC: Puerto Plata, San Pedro de Macoris, Sanchez, Santiago de Los Caballeros, Santo Domingo.
INDIA: Bombay, Calcutta, Rangoon.
JAPAN: Kobe, Yokohama.
JAVA: Batavia, Soerabaya.
PANAMA: Colon, Panama.
PHILIPPINE ISLANDS: Cebu, Manila.
STRAITS SETTLEMENTS: Singapore.

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK.

ARGENTINA: Buenos Aires, Cosco, (Rosario Alters), Rosario.
BELGIUM: Antwerp, Brussels.
BRAZIL: Bahia, Pernambuco, Porto Alegre, Rio de Janeiro, Santos, Sao Paulo.
CHILE: Santiago, Valparaiso.
COLUMBIA: Barranquilla, Bogota, Medellin.
CUBA: Havana and 22 other cities.
ITALY: Genoa.
PERU: Lima.
PORTO RICO: Ponce, San Juan.
RUSSIA: Moscow, Petrograd.
SOUTH AFRICA: Cape Town.
SPAIN: Barcelona, Madrid.
TRINIDAD: Port of Spain.
URUGUAY: Montevideo, Cuffe, Ramirez (Montevideo).
VENEZUELA: Carupano, Ciudad Bolivar, Maracaibo.

All descriptions of banking business transacted.

Interest allowed on current accounts and fixed deposits in legal tender currencies at rates to be ascertained on application.

E. MAXWELL,
Manager.

Hongkong, 17th May, 1920.

POST OFFICE.

The insured letter and parcel services with Chihli, Shantung, Peking, Shansi, Kiangsu, Shanghai, Chekiang, Hupeh and Honan are suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Japan—Per NIKKO M., 22nd July.
Japan—Per SHINI M., 22nd July.
Shanghai—Per AWA M., 22nd July.
Europe (via NEGAPATAM)—Per TAKADA 24th July.
Japan—Per TATSUMO M., 24th July.
Shanghai and Japan—Per IYO M., 28th July.
Straits—Per KAYA M., 29th July.
Straits and Calcutta.—Per SHINGO MARU, 30th July.

OUTWARD MAILS.

TO-MORROW.

Shanghai, North China Japan via Nagasaki, Canada, United States, Central and South America & EUROPE VIA SAN FRANCISCO—Per CHINA, 22nd July, Reg. 9.45 a.m. Letters 10.30 a.m.

Weihaiwei, Chefoo & Tientsin—Per HUICHOW, 22rd July, 3 p.m.

Fort Bayard, Hoihow and Haiphong—Per HANOI, 22nd July, 8 a.m.

Philippine Islands—Per WINGSANG, 22nd July, 2 p.m.

Swatow, Shanghai & North China—Per HOPSANG, 22nd July, 5 p.m.

Straits, Bangkok, Calcutta & Aden—Per JACOX, 22nd July, 10 a.m.

FRIDAY, 23RD JULY.

Shanghai and North China—Per SINKIANG, 23rd July, 10 a.m.

Swatow, Amoy & Foochow—Per HAICHING, 23rd July, 1 p.m.

Philippine Islands—Per LOONGSANG, 23rd July, 2 p.m.

Shanghai and North China—Per SINKIANG, 23rd July, 3 p.m.

Japan via Yokohama—Per TJIBALAK, 23rd July, 5 p.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay and ADEN—Per BURMA M., 23rd July, 9 a.m.

Philippine Islands, Australia & New Zealand via Thursday Is.—Per NIKKO MARU, 23rd July, Reg. 8.45 a.m. Letters 9.30 a.m.

SATURDAY, 24TH JULY.

Shanghai and North China—Per YINGCHOW, 24th July, 3 p.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Egypt, Aden & EUROPE VIA MARSEILLES—Per DEVANHA, 24th July, Reg. 9.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed on Friday, 23rd July, at 5 p.m.

TUESDAY, 27TH JULY.

Swatow, Amoy and Foochow—Per HAILOONG, 27th July, 1 p.m.

Amoy, Shanghai & North China—Per SZECHUEN, 27th July, 9 a.m.

Swatow and Bangkok—Per CHENGTU, 27th July, 10 a.m.

THURSDAY, 29TH JULY.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE VIA MARSEILLES—Per IYO MARU, 29th July, Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 30TH JULY.

Shanghai, North China & Japan via Kobe—Per KAGA M., 30th July, 10 a.m.

TUESDAY, 3RD AUGUST.

Philippine Is.—Per TAMING, 3rd Aug., 3 p.m.

FRIDAY 6TH AUG.

Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marques, India via Dhanushkodi, Egypt & EUROPE VIA SUEZ—Per ELPENOR, 6th Aug., Reg. 5.00 p.m. Letters 7th 8.30 a.m.

Tourane & Quinhow—Per HOCK LEE, 6th Aug., 5 p.m.

HOTEL LISTS.

HONGKONG HOTEL.

Corrected to 17th July, 1920.

Miss B. Abbot
O. W. Anderson
A. G. Baker
A. M. Baricomt
Mr. and Mrs. J. Barr
Mr. and Mrs. G. F. Bartlett
Mrs. E. B. Belilios
J. A. Bell
A. L. Benham
Mr. and Mrs. C. H. Benson
O. O. Bill
Mr. and Mrs. S. Binney
W. Boelmez
Mrs. G. Bonnardel
G. W. Boolsen
W. J. Bosschart
C. Bovenkerk
S. P. Brady
Mr. and Mrs. J. M. Brady
H. W. Brown
J. D. Buchanan
Misses Busby (2)
Mr. and Mrs. A. B. Camerom
Mr. and Mrs. S. C. Campbell
E. J. Carmichael
Miss M. A. Casey
P. D. Chandler
Mr. and Mrs. I. Chapman
Miss A. Chapman
A. A. Clark
A. A. Claxton
A. Cohen
N. Croucher
Mr. and Mrs. W. F. Dazzett
Mr. and Mrs. H. M. Daniels
Miss H. Davies
S. B. Davis
J. Dewar
H. Dilekyan
Mrs. and Misses Dinsdale
J. F. A. Dorren
C. H. Ellig
Miss E. Fegarten
Engineer Capt. S. P. Ferguson
V. Frayer
I. S. Gardiner
F. Gill
Capt. and Mrs Grierson and child
Mr. and Mrs. W. A. Hannibal
Capt. J.W. Harding
Miss E. Harington
Mr. and Mrs. R. P. Haydock
F. Henris
Miss L. Hersloff
H. K. Hochschild
Mrs. T. Jack
W. G. Jackson
W. Jackson
E. P. Jacob
W. Jacobsen
A. P. Jentsch
Mrs. E. B. Jones
G. A. Junker
R. Julien
N. B. Karanjia
Mr. and Mrs. R. Kewley
F. L. Kirchner
E. Klemmen
Mr. M. C. Lasher
Mr. and Mrs. C. Lauritsen
C. M. Leevy
Capt. N. H. Leitch
Madam J. J. Leirta
A. Leon
Miss H. Lilhe
S. Longfield
A. H. Lustig
J. Maamman
Mr. and Mrs. H. B. Mabson
P. MacArthur
J. S. Mann
Dr. O. Marriott
Mr. and Mrs. Marsh
C. W. Martyr
Dr. G. W. McKean
J. F. McKean
Capt. C. R. Meehan
N. E. Muller
Mr. and Mrs. W. F. Neeson
O. H. Ochs
Miss F. Ogden
Mr. and Mrs. A. B. Peacock
Miss N. T. Pepperell
S. S. Perry
F. Pisa
H. van der Plas
Col. and Mrs. Poriet
Mr. and Mrs. C. J. Pott and Infant
A. H. Porter
Captain K. W. Power
W. A. Radford Jr.
Miss E. Rasmussen
Mrs. R. C. Rasmusson
E. H. Ray
R. Rodenfuser
O. Wohl Schroder
Miss J. J. Schunder
W. Shaw
A. S. Shwartz
Capt. Sigveland
Capt. A.W. Smith
A. S. Sorensen
K. F. Smidt
A. N. Spencer
A. H. Tait
H. C. Taylor
Mr. and Mrs. C. P. Templeton
A. Todd
A. Tutundjian
C. C. de Vries
T. Walser
Mr. and Mrs. Wardell
J. H. F. Weber
Mrs. A. W. D. White
H. A. White
Mr. and Mrs. E. L. Whitney
J. H. Williams
W. M. Wolfson
Mr. and Mrs. G. G. Wood

KING EDWARD HOTEL.

Corrected to 17th July, 1920.

Mrs. R. Almond
Mr. and Mrs. Arathaim
Dr. M. E. Asger
Mr. and Mrs. W. Budge
Master Choi Shing Choi Shing
J. C. Clark
Dr and Mrs. J. L. Clark
J. M. Clement
S. G. Coomes
T. Cox
P. T. Farrell
Miss Farrell
J. D. Forrest
Mr. and Mrs. A. Fothergill
D. M. Graham
Mr. and Mrs. Gregory
L. Y. Hang
Mr. and Mrs. A. Harrison
C. W. Hart
C. S. Ishister
Dr. Jackson
L. W. Joe
Mrs. J. Johnstone
Mrs. Kelman
Mrs. J. Kilbee & child
P. D. Kimand
Mrs. Lovegrove
Mr. Manuk
Miss Manuk
Mr. and Mrs. McCabe
C. J. Murison
Mr. Nebeling
Mrs. J. F. Nicholson
H. O. Odell
T. Pals
Mrs. Passmore
J. W. Pritchard
Mrs. A. Robertson
Mr. Robschert
Shin Chaw
Mrs. R. G. Southerton
Dr. A. B. Souza
Mr. and Mrs. Stewart and Family
F. Taylor
W. Telford
Mr. and Mrs. Underwood
G. E. Wetton
L. Young
P. Y. Yuen

ST. GEORGE'S HOUSE.

Corrected to 10th June, 1920.

W. Blackett
Mr. & Mrs R. P. Boyce
Allen Brockman
Lieut. J. J. Bryant, R.E.
Mr. & Mrs. Benton C. Byrd
S. S. Church
H. Day
H. F. Farthing
Mrs. Hassard
A. Kirk
J. R. Lloyd
L. J. Lossins
W. D. H. Lyson
H. M. Madden
Mr. and Mrs W. H. McHugh & 2 daughters
W. McKenzie
G. Mellis
Lyman Monry
C. L. Packe
Mr. and Mrs. E. W. Peterson
Thos. Rennett
Arthur W. Roberts
Dr. and Mrs. H. H. Scott
R. Stock
Mrs. H. Tarby
John Wilkie

PEAK HOTEL.

Corrected to 3rd July, 1920.

Capt. Archer
Mr. and Mrs. A. R. Ashton
R. E. O. Bird
R. Blacking
Mr. and Mrs. D. K. Blair
Mr. & Mrs. O. T. Breakspear
G. G. Bridger
J. G. Bridger
Capt. and Mrs. Carson
Maj. and Mrs. J. L. Carter
G. F. Caville
H. Cheetham
Mr. and Mrs. J. W. Church
S. N. Clark
Mr. and Mrs. E. Cockburn
C. H. Cole
Mrs. Cormack
L. A. Cossart
Mr. Coxon
R. Crowley
D. C. H. Cully
D. F. Cuthill
L. J. Davies
Lt. Com. W. Dawson
N. R. Dick
Mr. & Mrs. John Duncan
A. W. Eastman
G. E. Ellams
G. Eveleigh
A. V. Farmer
J. Farmer
Lt.-Col. M. Greer
Mr. and Mrs. B. A. Hale
B. C. Hale
Hon. Mr. E. R. Hallifax C.B.E.
D. Hall
Maj. Harding
C. J. B. Hellstrom
Mr. and Mrs. Hen
Mr. and Mrs. F. J. Hobson
A. H. Hollingsworth
Mr. and Mrs. C. E. Holmes
Mr. and Mrs. J. K. Jolly
R. W. Leo Jones
Sir Ellis Kadoorie
H. C. Kasperson
Mr. Konkolevsky
I. A. Laing
J. B. Lamburn
B. L. Lawrence
Capt. and Mrs. Linton
J. D. Lloyd
R. S. Logan
H. C. Macnamara
P. J. Maitland
Mrs. J. W. Mayhew
Mrs. McAinsh
Capt. H. S. Mills
Capt. Monteith
Mr. and Mrs. G. Morgan
Col. L. A. Nicholson C.M.G.
H. H. Nott
E. R. Potter
Capt. K. K. Powers
J. S. Robinson
H. W. Roger
Maj. and Mrs. Sanders
C. E. Sandstrom
O. F. Savage
Mr. and Mrs. G. L. Mesman Schulk
R. P. Shaw
H. Shrubsole
Mr. and Mrs. I. Grant Smith
A. Findley Smith
H. Spicer
Mr. and Miss Stubbings
Mrs. C. A. Swan
J. F. Swindells
Mr. and Mrs. W. Sylvester
Mr. and Mrs. S. J. Syrett
Maj.-Gen. F. Ventris
Rev. G. T. Wal degrave
H. H. Webster
F. M. Weller
A. Wilkinson
H. P. Williams
Mr. and Mrs. Winfield
Marshall Wood
Maj. R. B. Young

CARLTON HOTEL.

Corrected to 17th July, 1920.

W. Bahr
C. A. Barnes
E. Bountiff
S. G. Bountiff
Miss Bountiff
Mrs. F. E. Cameron
Mrs. Clark and Family
R. Evans
J. Frapaga
H. Gilson
F. Gonzales
J. Gorman
D. Kerr
Mr. and Mrs. Lazagar & infnt.
K. Logan
J. G. Melling
Mrs. E. Parsons
H. E. Rankin
M. Risk
A. Rookledge
Mr. and Mrs. Ryles
Mr. and Mrs. Shanner
Capt. Smith
Mr. and Mrs. Smith
R. Standish
L. Zwaal

WEATHER REPORT.

July 21d. 8h. 45m.—Local signal No. 1 hoisted.

July 21d. 10h. 00m.—Local signal No. 4 hoisted.

July 21d. 11h. 30m.—Warning to Hongkong, Phulien and Coast Ports:—Typhoon in Lat. 20° N. Long. 118° E., moving W.N.W.

July 21d. 12h. 15m.—No returns from Japan, Vladivostock and Weihaiwei. Pressure has increased slightly at Hongkong and Shanghai, and decreased slightly to moderately elsewhere. The depression has passed into the Gulf of Tongking and a depression or typhoon is situated to the eastward of Pratas Shoal.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 149 inch. Total since January 1st, 63.90 inches, against an average of 47.11 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	N.E. winds, strong to a gale; cloudy, squally, rain.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES,—Director.
H.K. Observatory, July 21.

METEOROLOGICAL.

	Previous Day at 2 p.m.	on date. at 8 a.m.	on date. at 2 p.m.
Barometer	29.37	29.37	29.34
Temperature	77	78	82
Humidity	95	92	83
Wind Direction	E.S.E.	E.	E.
Wind Force	3	4	5
Weather	or	od	o
Rain	6.15	0.00	0.65

Highest open air Temperature on the 20th 80
Lowest open air Temperature on the 21th 77
H.K. Observatory, July 21, 1920.
C. W. JEFFRIES, Directors.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.			
H.K. & S. Banks	sa.		670
Marine Insurances.			
Cantons	n.		390
North Chinas	b.		t. 160
Unions	b.	185	sa. 190
Yangtszes	n.		225
Far Easterns	n.		t. 173
Fire Insurances.			
China Fires	n.		138
H. K. Fires	b.		312
Shippings.			
Douglases	b.	80	s. 83
H.K. Steamboats	b.		24½
Indos (Pref.)	n.		18
Indos (Def.) L. R.	s.		230
Shells	s.		142/6
Ferries	n.		28½
Refineries.			
Sugars	s.		230
Malabons	b.		55½
Minings.			
Kailans	n.		80/-
Langkats	b.		153½
Shanghai Loans			
S'hai Explorations			
Raubs	n.		1.30
Tronohs	s.		40/-
Ural Caspians	s.		27/6
Docks, Wharves, Godowns, &c.			
H.K. Wharves	b.		84
K. Docks	b.	147	s. 150
S'hai Docks	b.		132
N. Engineerings	n.		t. 29
Lands, Hotels & Buildings.			
Centrals	b.		106½
H.K. Hotels	b.		125
L. Invest.	b.		111
H'phreys Est.	b.		8
K'loon Lands	b.	30	s. 34
L. Reclamations	n.		140
West Points	b.		52
Cotton Mills.			
Ewos	n.		t. 570
Kung Yiks	n.		t. 48
Lan Kung Mows	n.		—
Orientals	n.		—
S'hai Cottons	n.		t. 305
Yangtszepoos	n.		35
Miscellaneous.			
Cements	b.		7.15
China Borneos			—
Do. Light old	s.	8	n. 6¼
China Providents	n.		7½
Dairy Farms	b.		23
Electrics H.K.	b.	19	sa. 19¼
Electrics Macao	s.		25
Hongkong Ropes	n.		23
Hk. Tramways	b.	6½	s. 6¾
Peak Trams, old	b.		5
Do. new	n.		70 cts.
Steam Laundries	n.		5
Steel Foundries	n.		10
Water-boats	b.		13½
Watsons	s.		5¾
Wm. Powells	b.		11½
Wisemans	b.		35
Bk. East Asia	b. 120 ($100 f'pd.)		

Hongkong, July 21, 1920.

TIDE TABLE.

19th to 25th July 1920.

Day	Date		High Water Hongkong Mean Time	Height		Low Water Hongkong Mean Time	Height
			h. m.	ft. in.		h. m.	ft. in.
Mon.	19	m	0 15	4 7	m	4 55	2 6
		m	11 42	7 0		6 12	1 1
Tues.	20	m	0 57	4 8	m	5 48	2 8
			0 56a	6 3		7 [illegible]	1 6
Wed.	21	m	1 33	4 9	m	0 44	3 0
			1 29a	5 5		7 47a	2 1
Thur.	22	m	2 17	5 0	m	8 2	3 2
			2 30a	4 3		8 56a	2 6
Fri.	23	m	3 [illegible]	5 2	m	9 41	3 2
			4 7a	4 2		9 13a	3 0
Sat.	24	m	4 56	5 5	m	11 22	2 9
			5 42a	3 9		10 5a	3 3
Sun.	25	m	5 15	5 5	m	0 38	2 3
			7 8a	2 9		11 [illegible]a	3 4

m morning, a afternoon.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.

SELLING.

T/T	3/8½
Demand	3/8¾
30 d/s	3/8⅞
60 d/s	3/9
4 m/s	3/9⅛
T/T Shanghai	Nom.
T/T Singapore	159
T/T Japan	140
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	71
T/T Batavia	191
T/T Marks	Nom.
T/T Francs	8.70
Demand, Paris	—

BUYING.

4 m/s. L/C	3/10¾
4 m/s. D/P	3/11⅛
6 m/s. L/C	3/11¼
30 d/s. Sydney and Melbourne	3/11¾
30 d/s. San Francisco & New York	72¾
4 m/s. Marks	Nom.
4 m/s. Francs	9.30
6 m/s. Francs	9.50
Demand, Germany	—
Demand, New York	73⅛
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
Demand, Manila	157½
Demand, Singapore	159
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	56¾
Sovereign	5.30
Gold leaf per Tael	36 60
Bar Silver, ready	52¾
forward	51¾
Bank of England rates	7%
New York/London	3.82½

SUBSIDIARY COINS.

H'kong 50 cts. pieces	$1/5 dis
10 "	$1/4 dis
5 "	$1 1/5 dis
Canton subcoins	$9 dis

NOTICES.

MITSUBISHI SHOJI KAISHA, LTD

(MITSUBISHI TRADING CO. LTD.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF TOAKASHIMA, OCHI, MUTAKE, KENBOKAKE, YOSHINOTANI, MOJO, MANAZUTA, SATO, SHIMAEW, KAMADA, KANITAMADA, BISA, and OYUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

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